The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5669 光緒三十三年十二月初七號 FRIDAY, JANUARY 10, 1908. 星期五 號十月正港香 $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... " 15,550,000

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

Head Office—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....5% P.a.
" 6 " .....4% "
" 3 " .....3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $5,900,000
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $5,900,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [25

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000: (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund .....Fl. 2,112,570·36 (£176,048).

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.
BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Welteevreden.
CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd / Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.
On Current Account at the rate of 2 % per annum on the daily balances.
On Fixed Deposits: 12 months 4 % per annum
" " 6 " 3½ " "
" " 3 " 3 " "

J. BORTJE,
Manager.

16, Des Voeux Road Central. [27

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUNDS:—
Sterling
£1,000,000 at 2/-=$10,000,000
Silver $11,750,000
=$21,750,000
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq. | E. Shellim, Esq.
E. Goetz, Esq. | R. Shewan, Esq.
C. R. Lenzmann, Esq. | H. A. W. Slade, Esq.
A. J. Raymond, Esq. | H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 9th January, 1908. [24

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) / Direction der Disconto-Gesellschaft / Deutsche Bank / S. Bleichroeder / Berliner Handels-Gesellschaft / Bank fuer Handel und Industrie / Robert Warschauer & Co. / Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne / Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½ do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [5

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports of Call	DELHI ..... Capt. J. D. Andrews, R.N.R.	11th Jan., Noon.	See Special Advertisement.
LONDON and ANTWERP ...	NILE ..... Capt. E. P. Martin R.N.R.	About 15th Jan.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1908. [7

Intimations.

LANE, CRAWFORD & CO.

BEST MAKES IN

DRESS SHIRTS,

$3 ea., 6 for $16.50. $4.50 ea., 6 for $25.00.

DRESS TIES,

From 75 cts. per Dozen.

WHITE KID GLOVES,

$1.25. $2.25 per pair.

FANCY SOCKS. SILK MUFFLERS.
LIGHT WEIGHT OVERCOATS.

LANE, CRAWFORD & CO.

Telephone 97. [38

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [40

CHAMPAGNE,

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents. [41

Hotel.

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEEN),
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO)
MACAO, CHINA,
IN THE CENTER OF THE PRAIA GRANDE.
C. A. FAUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HUNAM" 2,361 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from Douglas Wharf and at 2 P.M. from the Company's Wharf.
On Sundays Special Cheap Excursions as per particulars at foot.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, the 12th January, the Company's Steamship "HEUNGSHAN" will depart from the Company's Wharf at 9 A.M. Returning from Macao at 5 P.M.
Popular Excursion Rates as usual.
The S.S. "SUI-AN" and "SUI-TAI" will not run on Sunday, the 12th January.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at
LANE, CRAWFORD & CO.
THE MUTUAL STORES,
and all its BRANCHES.
A. S. WATSON & CO., LD.,
and the Agents—
F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [32

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS from $60.
Also Furs, Feather Boas, Trimmings, &c. [4

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail
KUDAT and SANDAKAN.....	"BORNEO" ..... Capt. F. Sembill	TUESDAY, 9 A.M., 14th Jan., 1908.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" ..... Capt. E. Malchow	WEDNESDAY, Noon, 15th Jan., 1908.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" ..... Capt. Grosch	About WEDNESDAY, 15th Jan., 1908.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" ..... Capt. W. von Senden	THURSDAY, Noon, 30th Jan., 1908.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th January, 1908. 8

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907. [17

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots,
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907. [12

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIMAHI.....	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS ...	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP...	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILIWONG..	JAVA	First half Feb.	JAPAN	First half Feb.
TJIPANAS ...	JAVA	Second half Feb.	JAPAN	Second half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 7th January, 1908. [16

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th June, 1901 [58

DR. M. H. CHAUN,

THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 20th [illegible] 1901 [59

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.,

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907. [45

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1907. [44

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room,
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER & AGENT.

2]

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address: "CHEF" HONGKONG. Telephone No. 84.

O. E. OWEN, Proprietor. 14

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1906. [1

P. & O. STEAM NAVIGATION CO.

ANNUAL MEETING.

The ordinary general meeting of the Peninsular and Oriental Steam Navigation Company was held at the offices, 122, Leadenhall-street, on 10th ult., Sir Thomas Sutherland, chairman of the company, presiding.

In moving the adoption of the report, the Chairman said the past year had been of somewhat varying experiences, but had closed on the whole very successfully, in fact, more successfully than they at one time ventured to hope. They were able to pay the dividend and bonus to which they had been accustomed now for some years, of 9 per cent., over the total amount of their paid-up stock, and they did so after setting aside the handsome appropriation of £460,000 for the purpose of depreciation, that was to say £80,000 more than the nominal 5 per cent. on the original cost of their fleet. The soundness of their policy in writing down the value of their fleet had, no doubt, reflected in the market value of their stock, the comparative steadiness of which was remarkable in those days of the depreciation of gilt-edged securities. The promising feature in the revenue account was, of course, that of the freight receipts amounting to £1,155,615, about £34,000 above the same receipts of last year. Everyone was aware that during last year, indeed, he might say during the last two years, freights had been in no sense in a condition which they might call booming, and in this company they had had what he might describe as some special drawbacks to contend with and which had seriously affected their resources and their revenue. First of all, there was the great fight which they had had at Antwerp with their German friends, a fight in which he might say that this company and the other companies concerned, all bled freely indeed. They had had a treaty of peace with their German competitors since May or June last, but that treaty had not been operative so far as the receipts on freight were concerned, because, in their mutual eagerness to maintain the battle, they all entered into engagements for many months forward. He would not enter into the cause of that dispute, but he would merely say that Antwerp as a port was more necessary to them now than it had ever been before, because it was utterly impossible for them to fill their ships either to or from the Port of London alone. The trade with the Continent in connection with the Far East had increased, and was increasing, and he feared that that tendency was likely to continue. This was not altogether a matter of surprise, seeing that, after all, the Continent of Europe was a good deal larger than this little island of Great Britain.

PORT OF LONDON.

He thought, perhaps, the situation might be somewhat improved if eventually London should become a more economical port to ships than it was at present. They had been promised for several years legislation in the direction of settling the future authority of the Port of London, and he believed they were very near now to the achievement of a project of that character. On that subject he knew nothing more than the man in the street, but he would venture to make this observation—that when the port authority was constituted, he sincerely hoped that the improvement and the extension of the facilities of the Thames would take rather the direction of being increased at the mouth of the river than up the river in the vicinity of the Victoria Docks. In saying so, he was controverting the opinion which he once held on this subject himself, for at one time he had moved and carried an important instruction in the House of Commons requiring the Conservancy to deepen the river in order that deep docks should be constructed in the vicinity of the present Albert Docks. He had, however, absolutely changed his mind on account of the increased and increasing size of vessels, and the necessity for the access of these great vessels to docks at the nearest approach in the River Thames. His change of view was also affected by this consideration—that since the time he proposed such a resolution, land carriage had undergone a total revolution, for by means of petrol and steam traction they were enabled, provided they had proper roads and bridges, to bring the district of Tilbury as conveniently near to the centre of London as the Albert Dock was at the present moment.

JAPANESE COMPETITION.

Regarding their trade with Japan, he stated that their share of the trade from Bombay to Japanese ports had been practically wiped out. This, he believed, was owing to the fact that the Japanese Government had forced their shipowners to increase their departures from Bombay to such an extent that so far as the freight to Japan was concerned, they had been completely left out in the cold. In connection with their Colonial trade between Bombay and China, a great extent of the trade consisted in the shipment of cotton yarn, which was manufactured in Bombay, as if Bombay were a second Manchester. That trade had been somewhat dull in China during the past year, and so far as he knew, for the first time in history, 50,000 bales of Bombay cotton yarn had this year found their way into Europe. It was a matter of somewhat curious speculation to the philosophic mind whether this circumstance was a mere incident or whether it was a prophetic note of the influence of cheap labour in the Far East, of which we might hear a great deal later on. Altogether, he did not think that the prospects of shipping in the way of freight were at the present moment of a brilliant character. Coming to their passenger traffics, he said that their receipts amounted to £1,151,022, an increase of about £65,000 over the previous year. They would remember that the previous year gave an increase of £100,000. Their expenditure had been higher than it was in the previous year owing to the price of coal, port charges, Suez Canal dues, and handling. Their mileage had been greater than ever, amounting, as it did, to nearly 3,200,000 nautical miles. He went on to congratulate the proprietors on

[Continued on page 3.]

Intimations.

A LECTURE ON

CHRISTIAN SCIENCE

BY

FRANCIS J. FLUNO, M.D., C.S.D.,

Member of the Christian Science Board of Lectureship,

AT THE

THEATRE ROYAL,

THURSDAY, January 23rd, at 5.30 P.M.

Doors open at 5 P.M.

The Lecturer will be introduced by Hon. H. E. POLLOCK, K.C.

All are cordially invited to attend.
ADMISSION FREE.

Hongkong, 9th January, 1908. [91

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 26th and 27th February.

The Schedule will shortly be distributed to Members. Non-members wishing copies should apply to the Hon. Secretary.

Non-members will be charged an entrance fee of 50 cents for each class entered for the show.

L. GIBBS,
Hon. Sec.,
6, Beaconsfield Arcade.

Hongkong, 7th January, 1908. [87

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

THE ANNUAL DANCE will be held at the City Hall on FRIDAY, the 10th inst. Members who have not yet received tickets may obtain same from the Secretary. It is requested that list of guests be forwarded as soon as possible.

Hongkong, 4th January, 1908. [83

HONGKONG CLUB.

NOTICE.

THE POST of COMPRADORE to the above Club becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the undersigned up to the 31st January, 1908.

C. H. GRACE,
Secretary

Hongkong, 8th January, 1908. [92

NOTICE.

AT a Special Meeting of the CANTON RIVER BRIDGE COMPANY, LIMITED, held at its Head Office, at Canton, on the 25th November, 1907, it was unanimously resolved that the Company be forthwith wound up.

The Public is hereby notified that all Claims against the Company must be sent in to the offices of the Company, at Canton, or to the undersigned on or before the 13th January, 1908, after which date no further claim will be considered by the Company.

Dated this 30th December, 1907.

S. W. TSO,
No. 28A, Des Vœux Road Central,
Hongkong,
Solicitor for
THE CANTON RIVER BRIDGE COMPANY, LIMITED.

1128]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,000,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers,

Hongkong, 2nd December, 1907. [46

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOW SHOWING:—

A LARGE ASSORTMENT OF

FRENCH DOLLS and TOYS,

PERFUMERY,

TOM SMITH'S CRACKERS,

XMAS TREE ORNAMENTS,

FOOTBALLS, &c., &c.,

ALSO

The Best FRENCH CONFECTIONERY and LIQUERS.

INSPECTION SOLICITED.

Hongkong, 25th November, 1907. [53

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET,

Dealers in all kind of

HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c.,

all of the best quality.

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 19th October, 1907. [51

Intimation.

Powell's

28, *Queen's Road,*

(OPPOSITE THE CLOCK TOWER).

GENTS'

DRESSING GOWNS

Smart—Exclusive,

$10 to $50 each.

SMOKING JACKETS

Warm—Comfortable,

$15.00 and upwards.

Knitted Woollen

WAISTCOATS

Newest Designs and Colourings,

$5.50 to $16.50 each.

Striped & Checked

TATTERSALLS.

WM. POWELL, LTD.,

Gent's Outfitters,

HONGKONG

Also at 34, Bond Street, W.

Notices of Firms.

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [47

NOTICE.

THE Business that has been hitherto carried on by the Undersigned, will, henceforward, be carried on under the Style and Name of J. R. MICHAEL & CO. The partners in the firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL.

Hongkong, 1st January, 1908. [77

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.00 per Cask ex Factory.

In Bags of 250 lbs. net $3.00 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd October, 1907. 52

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM PARLANE,
Manager.

Hongkong, 22nd June, 1907. [61

Sole Agents for

HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE.

TO CLEAR AT VERY MODERATE PRICE.

REMINGTON,
HAMMOND,
BARLOCK.

NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES and BOATS

FOR HIRE AT BLAKE PIER,

DAY AND NIGHT PER HOUR $2

New Bicycles for Hire.

NEW CYCLES FROM $65 EACH.

REPAIR TO MOTOR BOATS, CARS, and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,

No. 11, D'AGUILAR ST. and KOWLOON.

Hongkong, 27th November, 1907. [54

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for its comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Malgaigne, the well-known Chassaignac, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, discerning mind; and for beyond the mere powerful such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean formsas to leave no taint or trace behind. Such is

THE NEW FRENCH REMEDY

THERAPION

which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to rise into favour. All those gentlemen of position that were formerly the sole patrons of the celebrated [illegible] are now the patrons of the [illegible] and merchants throughout the world [illegible]

Sold by all Chemists [illegible]

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th January, 1908. [82

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, and from Bordeaux ex s.s. *Ville de Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 14th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 14th January, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong, 7th January, 1908. [14

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENROY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & COW.

Hongkong, 7th January, 1908. [86

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 7th January, 1908. [7

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th January, 1908. [98

P. & O. STEAM NAVIGATION CO.

[Continued from page 2.]

the settlement of the new mail contract, which, he said, defined in a great measure their business for the next seven years. Their proposals had been accepted, after twelve months' consideration, with no negotiation whatever. It was a matter of some historic interest to find that the first mail contract which he had ever had anything to do with, some thirty years ago, paid them much better for a smaller and inferior service. They had saved the Government in the various contracts which they had made since that time something like £200,000 a year, and they had, at the same time, accelerated the movement of Indian mails by not less than a whole week, the China mails by a whole fortnight, and the Australian mails by even a little longer. It was in the interest of the mail service that they should contract for certain new ships, and they were now building three new ships of the *Moldavia* type, and another for the Aden and Bombay service.

THE ALL-RED ROUTE.

When last they met they were threatened with a new Australian service of an embarrassing character—in fact, a very ambitious scheme in powerful hands. That scheme, however, perished, as they were aware, and certainly this was the best possible result for all concerned, and most assuredly for the investors who intended to place their money in it. The Australian mail service, which ran alternately with their own, had been given to their old friends, the Orient Company, and they were glad indeed that should be the case. They had heard a great deal about the All-Red route, which meant that express ships like the *Britannia* and *Mauretania* should leave Canada for New Zealand and Australia. It had been the ambition of Canada for many years to have an express service of this character. He himself had been applied to once or twice in connection with the project, but up to the present time nobody had been willing to meet, apparently, the necessary expenditure in connection with it. An express service to New Zealand and Australia would indeed demand gigantic resources, and it would be a matter of interest to find out where these resources were to be found. There was another question which arose in connection with the project, namely, the distance between Vancouver and Wellington (New Zealand), which was 6,300 nautical miles. How express steamers were to be built in order to carry coal for that distance was one of those problems which he believed was at the present moment insoluble, and he therefore was not very much surprised to see by correspondence in newspapers that there had been a gradual toning down of the idea of this express speed over the Pacific part of the service. It had been suggested that the ship engaged in the service should coal at Honolulu, but that was an American port, and the Red route would therefore to be a phrase merely. He pointed out that in the event of war there was a clause in the mail contract by which the ships of this company could be transferred to the Atlantic or the Pacific service instead of the Mediterranean. Of course, the proposed ships under the scheme were to carry passengers merely and so far as passengers to Australia and New Zealand were concerned, such a revenue would be utterly inadequate at the present moment to meet the necessary requirements. In concluding, the Chairman said that in the last eight years they had paid their reserved shareholders altogether upwards of 100 per cent. on their capital. He was confident of one thing, and that was that those who served the company, no matter in what part of the world they might be, would do their utmost for the prosperity and the prestige of the company, which, with all its faults and shortcomings, had still to be reckoned as one of those enterprises of some moment which no shareholder and no Englishman could be ashamed of.

Mr. S. S. Gladstone seconded the motion for the adoption of the report, which was agreed to unanimously. The formal dividend resolution was also passed. The retiring Directors, Mr. Samuel Steuart Gladstone and Major-General Sir Owen Tudor Burne, G.C.I.E., K.C.S.I., were re-elected.

A vote of thanks to the Chairman terminated the proceedings.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Banca* and *Macedonia*.

From Calcutta, *ex* S.S. *Simla*.

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th January, 1908. [9

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL *bears, in addition to the registered trade-mark:*

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS *is a* MELISSA *and* MINT *cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.*

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK MACGREGOR & Co., Hongkong. [64

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that VACUUM OIL COMPANY, of Rochester, in the State of New York, in the United States of America, a Company duly incorporated under the laws of the said State of New York, have, on the 22nd day of November, 1907, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

in the name of VACUUM OIL COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants in respect of LUBRICATING, ILLUMINATING and HEATING OILS in Class 47.

Dated the 7th day of December, 1907.

WILKINSON & GRIST,
Solicitors for the Applicants.

1083]

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your [illegible] happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.
1000 " " " " Actresses, Songs, Animals, Lovers and Comic Cards for 15/-.
English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.
100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.
500 ASSORTED Cards for 20/-.
1 gross Jewelled Cards for 9/-.
Foreign or Colonial Stamps not accepted. Kindly send Money Order.

31] BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	
7.30 a.m. to 9.30 a.m.	...Every 10 minutes.
9.30 a.m. to 11.00 a.m.	...Every 15 minutes.
11.30 a.m. to 12.45 p.m.	...Every 15 minutes.
12.45 p.m. to 1.15 p.m.	...Every 10 minutes.
1.15 p.m. to 1.45 p.m.	...Every 15 minutes
1.45 p.m. to 2.15 p.m.	...Every 10 minutes
2.15 p.m. to 3.00 p.m.	...Every 15 minutes.
3.30 p.m. to 5.00 p.m.	...Every 15 minutes.
5.00 p.m. to 8.00 p.m.	...Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m.	...Every 15 minutes
9.00 a.m. to 9.30 a.m.	...Every 30 minutes
9.30 a.m. to 10.30 a.m.	...Every 15 minutes
10.30 a.m. to 11.00 a.m.	...Every 10 minutes
11.45 a.m. to 12.00 noon	...Every 15 minutes
12.00 Noon to 1.00 p.m.	...Every 10 minutes
1.00 p.m. to 5.00 p.m.	...Every 15 minutes
5.00 p.m. to 6.00 p.m.	...Every 10 minutes
6.00 p.m. to 7.00 p.m.	...Every 15 minutes
7.00 p.m. to 8.00 p.m.	...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [57

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 7th January, 1908. 62

THE EASTERN CYCLE Co.

3, ARSENAL STREET,

WANCHAI.

BICYCLES--BICYCLES.

CHEAP SALE.

FOR A SHORT PERIOD ONLY,

COMMENCING FROM JANUARY 10, 1908.

MACHINES

FOR

LADIES and GENTLEMEN FITTED with 2 and 3 SPIT GEAR,

OF ALL

GRADES and GUARANTEED ENGLISH MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES:

LAMPS (gas and oil), BELLS, TYRES, CYCLOMETERS, INFLATERS, SPANNERS, AND EVERY OTHER REQUISITE FOR CYCLISTS.

NEW BICYCLES FOR HIRE.

REPAIRS UNDERTAKEN, EXCHANGES EFFECTED.

THE EASTERN CYCLE CO.,

3, ARSENAL STREET,

WANCHAI.

Hongkong, 7th January, 1908. [105

Intimation.

A. S. WATSON & CO., LIMITED.

THE GREAT POPULARITY OF Watson's

E

VERY OLD LIQUEUR SCOTCH WHISKY

HAS BEEN ATTAINED BY ITS CONSISTENT EXCELLENCE OF QUALITY.

IT IS A PURE MALT WHISKY OF GENUINE AGE AND FINE MELLOW FLAVOUR.

Per Case - - - $16.50

A. S. WATSON & CO., LIMITED, WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.
Hongkong, 3rd January, 1908. [33

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 10, 1908.

AN APPEAL TO BE HONOURED.

No more worthy object for the exercise of that wise and generous philanthropy which distinguishes the Chinese and European residents of the Colony, even in times of stress and general depression, could be presented than that to which attention has been directed by the Yaumati Hospital Committee. The appeal on behalf of funds was published in last night's issue. It is proposed to build a hospital for the benefit of the Chinese community in Kowloon, where no institution exists at present for the accommodation of the sick and ailing or for the treatment of those cases which demand attention in the casualty ward. The amount aimed at by the promoters of the scheme is $100,000, of which something like $65,000, the contributions of Chinese supporters, has already been collected. The hospital when completed will contain 210 beds, but for the present it is not proposed to proceed beyond the erection of the administrative block and the provision of 70 beds for patients, which is expected to meet the requirements for some years. With the sum of $100,000 it is calculated that the hospital can be built, and equipped and open free of debt, and the Committee rely on annual subscriptions to maintain the institution on a scale suitable to the needs of the peninsula. These are the main points which will be considered by those who feel inclined to acknowledge the appeal in tangible fashion. It is almost incredible that the people of Kowloon, meaning in this instance the native population of some 70,000, should have been allowed to muddle along without the means of furnishing the commonest help to the suffering or making the simplest provision for the alleviation of those who have fallen victims to the ordinary accidents which are continually occurring in daily life. The majority of people who live and spend their working hours on the island of Hongkong have generally but a faint conception of the marvellous strides which are being made in the expansion of Kowloon as a business and manufacturing centre and a residential area. They are vaguely aware that there are some benighted heathen who prefer to live against a barricade of godowns and landing stages and they are also aware that there is a dock company, employing hundreds of labourers, and maintaining the reputation of the Colony for its engineering and shipbuilding powers, which has its premises situated on the edge of the water front. Occasionally it may occur to them that the Green Island Cement Works, with their numerous kilns and their increasing product which has gained for the company world-wide recognition, is another of the valuable assets which belong to the Colony, while the various small shipyards which line the coast may also at times attract the somewhat dormant notice of the real islander, whose views are bounded by the Peak and its environs and whose ideas of Kowloon are roughly merged in the general term of the New Territories. But a visit to Hongkong will speedily disillusion those who would depreciate the value and importance of the Colony's offshoot. The need of a hospital for this flourishing and widening centre of the arts and crafts of the Colony becomes all the more pressing when it is remembered that within a few years Kowloon will become the terminus of a railway system over which it is anticipated that thousands of coolies will travel. All these things, although they may come as a surprise to the city resident abundantly strengthen the appeal which has been made by the Yaumati Hospital Committee in favour of the proposal to establish a hospital on the mainland. As we have noted, the Chinese merchants in Hongkong have nobly responded to the call for subscriptions, which is quite in consonance with their usual attitude when claims for charitable purposes knock at the door. As a rule the Chinese are bombarded with appeals which are intended to benefit their compatriots and the British and foreign community alike and they have never failed to unloosen their purse-strings, even in cases, which we could enumerate and multiply, when it was far from obvious that they would reap the very slightest reward beyond the esteem and appreciation of their fellow-citizens. As a matter of fact, it is the common practice, or once was, for the collectors of subscriptions, no matter what the object may be, to call upon the Chinese nabobs, even before the European population have been sounded, and it was seldom that they are turned empty away. The present appeal for funds is specially directed to the attention of the British and foreign community in Hongkong and we sincerely trust and believe that it will receive that prompt consideration and support which it deserves as much on account of the admirable purpose which it proposes to achieve as on account of the opportunity it affords the European population of indicating their appreciation of the assistance which the Chinese community has in the past afforded spontaneously when any matter affecting the welfare of the Colony or the people of the Colony has become of urgent importance. It has to be borne in mind that in undertaking this work of erecting a hospital in the Kowloon district the Chinese of Hongkong are undertaking a work which should actually devolve upon the Government. To the extent of the total cost of the building and furnishing of the hospital and the treatment of Chinese patients, they are relieving the Government, and, therefore, the taxpayers, of the expense and burden of maintaining an institution of this character on the peninsula. There can be no two ways about it—if the Chinese had not taken the matter in hand now, the Government would have been compelled to set apart funds for the special purpose of erecting a branch hospital in Kowloon at no distant date. If the Government is prepared to grant a site and provide an endowment of $30,000 together with an annual subvention of $5,500 it is doing no more than shift a prospective and permanent incubus on to the shoulders of a body of private gentlemen who may be relied upon to see that the charge committed to their custody is not allowed to be starved or neglected. In every respect the appeal of the Yaumati Hospital Committee is worthy of being honoured by the European taipans of Hongkong.

LOCAL AND GENERAL.

MESSRS. Caldbeck, Macgregor & Co., wine merchants, have issued their usual tasteful date-block for the new year.

JAPAN'S total exports for the year 1907 amounted to over Yen 430,500,000. The imports were of a value of almost Yen 494,200,000. The grand total exceeds that of 1906 by over Yen 82,000,000.

H.M. RIVER gunboat *Sandpiper* arrived from Canton last evening. H.M. destroyer *Virago*, with the senior officer on board, left the harbour yesterday for Canton to join the West River Flotilla.

BY kind permission of Lieut.-Colonel W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 11th inst.:—

March ..... "The Kiss of Love" ..... Karl Kaps
Valse ..... "The Merry Widow" ..... Lehar
Selection ..... "The Song you Sang to me" ..... Molloy
Overture ..... "King Stephen" ..... Beethoven
Caprice ..... "The Whistler and his Dog" ..... Pryor
Suite ..... "Peer Gynt" ..... Grieg
(a.)—Morning.
(b.)—The Death of Ase.
(c.)—Anitra's Dance.
(d.)—Dance of the Imps.
Galop ..... "The Tourists" .....
National Marches.
God Bless the Prince of Wales.
God Save the King.

THE s.s. *Sui An* and *Sui Tai* will not run to Macao on Sunday next, the 12th inst. In their place the *Haungshan* will make the trips to and from Macao, leaving the Company's Hongkong wharf at 9 a.m.

A COLLISION took place at Manila on 3rd inst., between the transport *Warren* and the British steamship *Tean*. According to the local *Times*, the damage to the *Tean* is roughly estimated at P5,000, but it is thought that P3,000 will do the repairs in Hongkong. The *Tean* arrived from Manila this afternoon.

MR. Elihu Root, Secretary of State, has received a note from Count Hayashi, Japanese Minister of Foreign Affairs, in reply to the report of the San Francisco immigration bureau to the effect that more Japanese are landing than ever in spite of the agreement between the two countries.

WHILE drawing a dust cart along Centre Street, West Point, early this morning, one of the coolies who had hold of the shaft slipped and fell. Before the cart could be stopped one of the wheels crossed over the coolie's chest, causing serious injury. The unfortunate man was taken to hospital for treatment.

THE Pollard Lilliputian Opera Company made their final bow to the Hongkong public at the Theatre Royal last night when they staged *Sketchy Bits*. As was expected there was a full house to greet them. The youngsters once more rose to the occasion and the *encores* were numerous. At the conclusion of the performance "Auld Lang Syne" was sung by the entire company.

THE twenty young mandarins of the Cambodian mission to France, who were to leave Marseilles for home on 8th inst., paid a visit to the Superior Primary School of Bandol, where several of their young countrymen are pupils, and among the number Chantelekha, Prince of Cambodia, son of Norodom I., and two princes of the Laos. The members of the mission were delighted with their visit, and expressed their satisfaction to the Mayor of Bandol.

By kind permission of Lieut.-Colonel C. H. U. Price and Officers, the band of the 129th Baluchis will play the following programme of music, during dinner, at the Kowloon Hotel, to-morrow, the 11th inst., from 7.30 to 10.30 p.m.:—

March ..... "H.M.S. Camperdon" ..... Clode
Overture ..... "Le Flautiste" ..... Kling
Valse ..... "Follette" ..... Fahrbach
Selection ..... "Lohengrin" ..... Wagner
Serenade ..... "Andalouse" ..... Eilenberg
La Tarantelle d Belpheger ..... Albert
Selection ..... "A Country Girl" ..... Monckton
Two-Step ..... "Whistling Rufus" ..... Mills
God Save the King.

QUEI-WAEI, a Chinese servant in the employ of Dr. Sutherland, of 20, Derby-road, Bertrams, Johannesburg, committed suicide recently because he had registered under the new Asiatic Act, was buried at the expense of the Transvaal Chinese Association and was accorded an imposing funeral by his gratified compatriots. That they were grieved was readily admitted by some of the mourners, not because of the death of a countryman, for he was admittedly very popular amongst them, but because they felt that the Chinese community had been rehabilitated by his generous act of self-sacrifice. Quei-Waei was one of the two Chinamen who registered in Johannesburg.

KWOK YAU, a seaman, was arraigned at the Police Court, this morning, charged with larceny, on which charge he was found guilty and convicted. At about five o'clock yesterday afternoon Kwok rushed up from behind two Shanghai women who were walking along Queen's Road Central, and, removing a gold ear-pick which one carried in her hair, bolted down the road. The women pursued him as far as Lee Yuen Street East where they captured him; and while one held him by the queue, another held him by the arm, and in this way they removed him to the Central Police Station. Accused was sentenced to six weeks' hard labour, with four hours' stocks, and to receive twelve strokes with the birch.

NEWS was received at Shanghai on New Year's Eve of the supposed death by drowning of Mr. Paxton, chief engineer of the C. N. S. *Nganking*. The *Nganking* left Shanghai for River ports on the night of the 29th ultimo, and when the boat was approaching Chinkiang on the following day, it is said that Mr. Paxton left the engine-room and went towards the large cargo port. Since that time he has not been seen and it is presumed that the cross-bar of the port had been left unfastened and that he accidentally fell into the river. Another accident occurred at Chinkiang on Thursday night, but fortunately without serious consequences. As Mr. MacArthur, one of the engineers of the C. N. S. *Totung*, was crossing the gangway to board the steamer from the hulk, he slipped and fell into the river, but was rescued by those on board who had witnessed the accident.

A CORRESPONDENT of the *Western Morning News* writes from the China Squadron stating that the ships have done splendidly at the battle practice. The *Kent* promises to be one of the best ships in this year's returns. After she had finished firing the Commander-in-Chief (Admiral Sir A. W. Moore) went on board and congratulated the officers and ship's company on the all-round efficiency of the *Kent*, and referred especially to the excellent shooting. The *Monmouth* and *Ailsa* did well, and were followed at the firing range by the *Bedford* and *King Alfred*. The former obtained good results, and the gunners of the *King Alfred* (flagship) riddled their target until it was in a state of collapse, so much so that, as soon as the repairing party let go the halyards of the sail after the improvers had finished) the whole target fell in, and not a single stick of it was left standing, the target being apparently kept up by the bullet holes.

THE GOVERNOR IN CANTON.

ENGAGED IN SIGHT-SEEING.

OFFICIAL VISIT TO THE VICEROY.

[*From Our Own Correspondent.*]

Canton, 9th January.

The Admiral's despatch vessel—H.M.S. *Alacrity*—which left Hongkong on Wednesday morning arrived here yesterday afternoon. The *Alacrity* carried a distinguished party on board, viz, the Governor of Hongkong, Sir Frederick Lugard, Lady Lugard, Capt. Taylor and Mr. A. L. Brackenbury. There were besides, the Governor's valet, Mr. Wooster and Lady Lugard's maid, Miss Stuart.

Mr. R. W. Mansfield, H.B.M. Consul-General, called on board on the arrival of the *Alacrity*. To-day the party were engaged in sight-seeing, visiting all the places of most interest, the historical buildings and temples, the Chinese city and the principal establishments wherein the greatest activities are shown in carrying on the remarkable industries of this wonderful city.

In the evening the Governor and suite will be the guests of the British representative at this port at dinner to which the leading residents of Shameen have been invited.

Sir Frederick Lugard's visit to the Viceroy will be made to-morrow, when H.E. Chang Jen-chun will receive the Governor of Hongkong at ten o'clock in the forenoon.

KOWLOON BARRACKS TRAGEDY.

CORONER'S INQUIRY.

This afternoon, at the Magistracy, an inquiry was opened into the circumstances touching the death of Wazir Khan, a sepoy, belonging to the 129th Baluchis, who met his death in barracks on the 27th ulto., particulars of which we printed exclusively in a recent issue of this paper.

Mr. H. H. J. Gomperts presided as Coroner. Following was the jury empanelled:—Messrs. E. J. Moses (foreman), B. Mori and P. H. Nye.

His Worship—There is no one charged in this case.

Inspector Kerr—Not yet, your Worship.

At this stage Mohammed Khan, another sepoy, who was supposed to have been stabbed by the deceased, appeared in Court with his right hand in a sling. He was given a chair at the side of the dock.

The first witness called and examined was Abdulla Khan, of A. Company 129th Baluchis, quartered in a matshed at Kowloon. There were between 23 and 24 persons in his matshed on the night of the 26th ulto., he said. Witness was in charge of the shed. Mohammed Khan was in the shed that night. His bed was about twenty paces away from that of witness's, who went to sleep at about 9.15 p.m.

The Coroner—Did anything awake you?

Witness—Yes; Mohammed Khan did by crying out. All the men in the shed were aroused, and someone suggested saying prayers.

Do you mean to say you thought the man had a nightmare?—Yes. The night before another sepoy did the same thing.

Was there a light in the room?—Yes, it was burning dimly.

What happened then?—On hearing the noise six or seven other men from another shed rushed in.

What did you do?—I was lying in bed. When the men came in I said to them: "Brother, the young man (meaning Mohammed Khan) must have been frightened."

Mohammed Khan's bed is that at one end of the matshed?—Yes.

And is your bed right at the other end?—Yes.

Proceeding, witness said that soon after the entry of the other men Mohammed Khan called to him to bring a light. When a lamp was produced Mohammed Khan was seen to rise from the floor and fall on another sepoy's bed. Witness went up to him, and saw there was blood on his face. While witness was watching Mohammed Khan he heard a noise from under one of the beds, which he thought was made by a cat. Witness did not know of the tragedy until about six o'clock next morning when the dead body of Wazir Khan was removed from the shed in a stretcher. Deceased was not a Baluchi. He was an Afridi, and was quartered in the proper barracks, some 300 paces away from the matshed.

The Coroner—Have you any Afridis in your matshed?—No.

Supposing you had found another man in your matshed at night what would you have done?—I would seize him and hand him over to the guard.

Have you ever seen Wazir Khan in your matshed?—Yes, only once.

How was it, you being senior man in the matshed, you did not go forward and inquire the cause of the tumult?—I was greatly surprised when I saw Mohammed Khan lying in another man's bed with blood on his face.

Are you not held responsible for the good conduct of your men?—Yes.

You said that Mohammed Khan's cries brought in outside men, and yet you remained in bed?—I thought he was frightened.

You remember telling the police you heard a gurgling noise and saw a man lying at the side of a bed with his throat cut?—No, I did not. I told them that the noise sounded like those made by a cat.

Proceeding.

FIFTEEN lightermen belonging to lighter No. 5 of the Quarry Bay Sugar Refinery, were charged at the Police Court this morning with preventing the master of the steam launch *Yow* from doing his duty, and with assaulting him. At about nine o'clock last night the master of the *Yow*, acting on instructions, drew up alongside lighter No. 5 to tow her back to Quarry Bay. The accused did not want to go and said so. A quarrel began and as a result it was alleged that the accused opening about the launch and thrashed the coxswain. The case was adjourned.

WATERWORKS DISPLAY.

WANCHAI PEOPLE TREATED TO MAGNIFICENT PERFORMANCE.

So many months have passed by since the Water Authority provided free spectacular displays for the benefit of an admiring and appreciative populace that readers will hail with joy the announcement that the first performance for the year was successfully brought off in the vicinity of East Point this forenoon. Previously there appointed to look after the water mains had shown a most reprehensible habit of confining the irritation geysers to the central section of the city. Des Voeux Road was the favourite site, and many a callous individual has been roused to an unwonted state of enthusiasm on witnessing the weird and wonderful effects of an impromptu but always long-continued exhibition of what happens when Adam's wide has a free hand. People may talk of the water cure, but they can never realise what it means unless they have attended a Hongkong seance. The latest display was given on the Praya East to-day, when a decorous water main lying alongside the tram rails and between the godowns of the United Asbestos Co. and those of Messrs. Midzushima and Co., just a hundred yards from Observation Place, suddenly burst into life and provided entertainment for a crowd which comprised the entire population that could run, walk or crawl in the district, to the scene. Need it also be said that the floating population also was there, and the advice tendered and reminiscences exchanged were at once valuable and interesting.

It is perfectly true that certain curmudgeons who will always look on the worst side of things spoke about the waste of pure water—quoting, of course, from the monthly report of the City Analyst, which, like some other things that we have to put up with, never changeth—and hinted that many of those who danced with delight would have no water for their baths and not more than one cup of tea in the morning. The people only reviled him for a pessimist and a killjoy, while the aerial fountain traced Valenciennies' designs on the atmosphere. The water, and it seems absurd to call it by such a plebeian term considering the beauties it evolved and the pleasure it gave young and old, crashed upwards with a bang, then sat majestically poised in mid-air, and fell in cascades and cataracts of wondrous shapes. The stream surged high over the godowns and nobody cared two pins whether they were inundated or not. It was a magnificent spectacle—nature first, art nowhere.

From Blue Buildings the shower-bath could be witnessed in all its extravagance of fanciful effect. The boatmen and women, with the children strapped tightly on their backs, the coal coolies and the unemployed, spent the day watching the unusual sight, and people travelled out from Queen's Road Central to view the opening performance. Everybody who could get away from business was here, the only people who couldn't find time to attend being the officials of the Water Department. Now and again false rumours would be circulated to the effect that there was an official among the crowd, but the alarm quickly passed and the display proceeded.

Tons of thousands of gallons of plain water were thrown into the air during the day. The exhibition began this morning and was still in full swing in the early part of the afternoon, its popularity having been enhanced if anything by its prolonged duration.

CANTON DAY BY DAY.

SMUGGLING OF ARMS.

[*From Our Own Correspondent.*]

Canton, 9th January.

The Taotai of the circuit of the prefectures of Weichow, Chaochow and Kayingchow has received information that a large quantity of arms and ammunitions will shortly be smuggled into the interior of Chaochow by insurgents, where they will attempt to raise a rebellion. On receipt of this information the Taotai at once wired to the Canton authorities to that effect and at the same time applied for the detachment of several gunboats to be sent to the waterways of these prefectures for cruising and protection purposes in case of emergency.

DISASTROUS FIRE.

On the afternoon of the 7th instant, about 3 o'clock, a big fire broke out in a village named Ap Ti Sha, in the district of Shuntak, and over three hundred houses were burnt to the ground. As a result of this disastrous outbreak, the tenants of the burnt houses are now homeless and are in need of immediate succour.

REWARDS.

When H.E. Li Chun, Inspector General of the Naval Forces, was in Pakhoi he offered a large sum of money as rewards for the apprehension of the two notorious ringleaders of the riots named Wong Wo-shun and Cheung Tak-hing, but so far these two bandits have not yet fallen into the hands of the officials. Now H.E. Li has obtained H.E. the Viceroy's authority to add another $1,000 to the reward for the capture of Wong and another $500 for the arrest of Cheung.

INSPECTOR OF MACHINERY.

At the earnest request of the owners of the Chinese-owned, steam launches to appoint Taotai Wei Kao as Inspector of Machinery to Chinese launches in place of a Customs officer, H.E. Viceroy Chang is reported to have conferred with the Commissioner of Customs on the subject and that both parties are reported to have consented to the request. H.E. the Viceroy is also reported to have given instructions to Taotai Wei to bring about the desired change in a short time.

COLLISION.

On the evening of the 7th instant, at 9 o'clock, the s.s. *Gee Sang* bound for Macao collided with the Chinese launch *Kwong Cheung Shan* off Sha Tau and had her stern damaged. The launch sank below the water, and it was [illegible]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

RIOTING IN THE NORTH.

CHINESE YAMEN DESTROYED.

CHAPEL AND SCHOOL-HOUSE BURNT.

[*From Our Own Correspondent.*]

Shanghai, 10th January, 11.5 a.m.

Rioting has occurred at Nong-shun-hsien, near Kashing.

The Chinese yamen has been destroyed and the Protestant chapel and school building burnt.

[*Reuter's.*]

United States Finance.

London, 9th January.

Washington advises that the Chairman of the Senate of Finance has introduced a Bill for an emergency currency of $250,000,000 taxable as high as 6 % and retirable when the emergency is ended.

The issue will be secured and approved by State County Municipal Bonds.

British Naval Harbours.

9th January.

The *Gazette* notifies that British naval harbours at home and abroad must be approached with the greatest caution whenever the searchlights are seen in constant operation. Furthermore, in the event of relations becoming strained between Great Britain and another naval power, a ship must be prepared to be examined before entering port.

The Cotton Lock-out.

In the event of outside cotton firms joining the federation, 200,000 operatives will be involved in the lock-out.

The press appeals for conciliation to avert an economic disaster of the first magnitude.

Portugal and Brazil.

The King of Portugal, who will visit Brazil on the occasion of the centenary of the opening of Brazilian ports to the trade of the world, will arrive at Rio de Janeiro on the 7th June.

DEATH OF SIGNALMAN STREET.

THE JURY'S VERDICT.

That Signalman R. H. Street, late of H.M.S. *Tamar*, whose body was found drifting in the harbour on December 26th, met his death by accident, was the verdict arrived at by the jury this afternoon. It will be remembered that the inquiry was adjourned from yesterday in order to obtain certain witnesses to speak to identifying the dead body of the deceased in the morgue at the Royal Naval Hospital. This evidence was taken this afternoon.

Policeman Irving spoke to finding the body of the deceased while on harbour duty.

The Coroner—Where did you find the body?

Witness—About sixty yards west of the Canton wharves.

How was it dressed?—In a sailor's uniform.

Where did you take the body?—To the police pier at Tsim-tsa-tsui.

Charles Stephen Belbin, wardmaster, Royal Naval Hospital, spoke to receiving the dead body of the deceased in the mortuary on the 26th ulto.

Lance-Sergeant Davis, of the Water Police Station, was on station duty when the body of the deceased was brought to the station. Witness accompanied three men belonging to the *Tamar* to the police pier, and they identified the body as that of Reginald Harold Street.

This concluded the evidence, and the jury brought in a verdict of accidental death.

VOLUNTEER CORPS ORDERS.

ALL UNITS.

Parade.—At headquarters at 5.30 p.m. on Monday, 13th instant, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

ARTILLERY UNITS.

Parade.—At headquarters at 5.30 p.m. on Tuesday, the 14th instant, for 15 pdr. B.L. gun drill. Sergt. Cook, R.G.A., will attend.

Parade.—At headquarters at 5.30 p.m. on Friday, the 17th instant, for 15 pdr. B.L. gun drill. Sergt. Cook, R.G.A., will attend.

ENGINEER COMPANY.

Parade.—At West Point, Kowloon, at 6 p.m. on Wednesday, the 15th instant, for technical instructions.

TAIKOO DETACHMENT.

Parade.—At Taikoo at 5.30 p.m. on Thursday, the 16th instant, for 15-pdr. B.L. gun drill. Sergt. Cook, R.G.A., will attend.

GYMNASIUM CLASS.

On Tuesday, the 14th and Friday, the 17th at 5.45 p.m.

ORDERLY OFFICERS.

For week ending 18th January 1908, Lieut. H. W. Kennett.

129TH BALUCHIS COMPANY.

It is notified for information that musketry will be carried out for the above half company at Kuk's Park Range, on Sunday, the 12th inst. Commencing at 2 p.m.

All members [illegible] not fired their musketry course must do so on this date.

Sergt. Downes, 3rd Middlesex Regt., will

OUR FIGHTING NAVY.

AN UP-TO-DATE ANNUAL FOR NAVY LEAGUERS.

The wonderful fascination which attaches to everything connected with the King's Navee, even down to bolts and screws and submerged torpedo tubes, which the ordinary man cannot hope to understand, has been admirably woven into the series of articles written by experts for the "Navy League Annual." Somehow or another every sound Briton, even if he work in a coal-pit, fancies himself a Nelson in disguise, and when it comes to discussing naval affairs he gives himself airs in consequence. Usually his facts are a trifle askew, because matters concerning the British Navy and the other navies of the world are scattered through such a variety of periodicals, pamphlets and newspaper paragraphs that he finds it practically impossible to arrive at a just appreciation of the naval situation. For those who wish to be up-to-date in their information and safe in their views the "Navy League Annual" is a perfect gold mine. Most people are acquainted with the monthly "Journal" issued by the Navy League, a somewhat stodgy, antiquated and self-opinionated publication, and it might be supposed that the "Annual" was framed on similar lines. The very reverse is the case, for a brighter, more lucidly explanatory compilation on the present state of the Navy, the training of sailors and officers, the distribution of the Fleet, the probable disposition of the separate squadrons in time of war, and the growth of foreign navies and kindred questions could scarcely be desired.

Not that every or even any reader will agree with all the arguments and deductions submitted by the writers, for the supreme merit of individuality is the hall mark of the "Annual's" excellence. The first part of the book, which runs into 200 pages and is profusely illustrated with full-page photographs of battleships, cruisers and torpedo boats, deals with the progress of the British and foreign navies, from the pen of Mr. Alan H. Burgoyne, the Editor. It is Part II which will attract general attention, not merely from the distinction of the contributors, but also because of the importance and variety of the subjects dealt with. Among those whose articles are of special interest are Mr. Arnold White, Mr. H. W. White, Captain W. Vernon Anson, R.N., and Admiral Sir E. R. Fremantl, while there are heaps of noble lords who also take the opportunity to express their views on different phases of questions affecting the Navy.

But we will turn in the first place to a remarkable article by a French naval officer, Captain Sorb, entitled: "La Marine Francaise et l'entente cordiale." In the opinion of the author, Great Britain is no longer the arbiter of international affairs; that position is now held by France. Captain Sorb starts out with a series of encomiums of the French Minister of the Navy and the French Parliament which give one a cloying sensation, the honey being splashed on so lavishly that one is apt to suspect the motive which inspires so much praise. Aside from that there is much that is suggestive in the article.

In the first place, it should be stated that the whole theme is concerned with the possibilities of the effects of war should Britain and Germany join to fight France, or France and Britain join to give Germany her quietus. Britain, we are told, is an exclusively maritime power, while the position of Germany has for long been just the reverse. As to France, she has long been both a Continental and a naval power. Passing over some scraps of history, which is rendered somewhat involved occasionally owing to the writer's alternate use of the present and past tenses, we learn that:

"The expansion of the principle of the armed nation making a sudden call to arms, the immensity of resources in soldiers, the growth of a net-work of iron rails, the progress of all kinds realised with regard to all affairs concerning mobilisation and concentration, in short the views already stated, one and all, go to prove to the careful student of military questions that the next Franco-German war will open with a formidable battle, after which the vanquished party will find himself completely disorganised, so that he will be rendered incapable of continuing to fight. All the German writers have insisted on the necessity of making the battle immediate and decisive."

Over and over again the writer emphasises this fact, and he proceeds to consider what would happen in the event of Britain assisting France against Germany. Apparently, because we have not adopted the "fundamental principle of compulsory service" our help would be practically worthless. Well, we are not likely to see compulsory service in the United Kingdom for some years yet, unless the people—the electors—suddenly go mad, so that France will have to depend upon herself, if she hopes to repulse the German forces on land. Our author enigmatically adds:

"But granted that England adopted conscription, and were able to support us with several hundred thousand men, then we would see what we should see."

Let Germany make what she can out of that. Who would not delight to follow the army of several hundred thousand British Tommies who were being urged forward on the one hand by cries of "A bas les Allemands" and greeted in front with "Donnerwetter" and weird cries of a similar nature? The English archers of old and the Scottish Guard of the French kings managed somehow to patter a French patois of their own, because it was necessary to know a couple of words of the language if one would make love to the dark-eyed demoiselles, but the jaws of the English soldier of to-day have stiffened and set, so that half the glamour of a foreign campaign would be lost to him.

What about the French colonies in time of war? So far as we can make out Ind-China would be left to its own devices. The writer believes that if France and Japan fell out the colonies of the Asiatic colonial power would be in [illegible]

"There has been a suggestion made of a possible encounter with Japan, but this fear seems to have disappeared, and it would be altogether out of the question to organise in Chinese waters a point of support sufficiently powerful to withstand for a reasonable length of time the attack of several hundred thousand Nipponese, while awaiting the arrival of our vessels, which would then have to fight against a fleet that will soon become infinitely superior to any one which we would be able to bring up."

But then France is not going to war with Japan or Great Britain, and he observes: "One might even assert that if there should be a conflict, it would certainly not be the French people who would provoke it." Yet Captain Sorb has all the Frenchman's distrust of England. He still keeps "perfide Albion" at the back of his mind, for he says quite openly:

"It is impossible to be altogether sure of the United Kingdom, for the very peculiar conditions in which it is placed force it in a great measure to live, so to say, from hand to mouth, owing to the influence of party politics, just as seems most favourable to its own interests. There is nothing to prove that in a few years British interests will not cause her to stretch a grasping hand towards a French possession. Consequently, if we wish to be as realistic and as well-informed as our neighbours, it is a matter of importance not to lose sight of the possibility of a conflict on the seas; and in this order of ideas, prudence prescribes that we should take advantage of the present tranquillity to improve a naval organisation which is suffering terribly form the crisis it underwent from 1902 to 1904."

Max O'Rell used to say that there was a very good reason why the sun never set on the British Empire and that was because it knew that if it blinked an eyelid for a second there would be a Union Jack planted on its brow. Captain Sorb has the same impression—only he is in earnest about it.

After discussing what would happen should war be declared between England and Germany we learn with no little satisfaction that:

"In the eventuality of a war with Germany, the formidable fleet of English ironclads must perforce annihilate the fleet of German ironclads at the commencement of the outbreak of hostilities; and the latter cannot hope to execute at any moment whatever a surprise attack against vessels henceforth concentrated to their utmost possible power, and any kind of action becomes almost impossible in the presence of such considerably superior forces. During this time, the armoured cruisers are busily pursuing the German merchant-men; those cruisers which have England for their naval base, and are operating in the Atlantic Ocean and in the North Sea, and those from Gibraltar and Malta, all combine at the appointed time to sweep the Mediterranean. Finally there are independent cruisers skirmishing around on all sides."

In conclusion, we are told that as the result of the economic situation there is not much possibility of an Anglo-German alliance for a very long time to come. Then we read:

"With the fear of a Franco-English alliance before his eyes, the German Emperor would never dare to declare war. On the Continent he would not be sure of victory. At sea in front of the concentrated and united strength of English and French ironclads, he would not dare to send out one single vessel; all his merchantmen would be destroyed, and all the markets for his industries closed. Before the prospect of a coalition of the united forces of Germany and France, the one in the Channel, and the other in the North Sea, and threatening the United Kingdom from both sides at once, the problem of a naval war would force itself so seriously upon England, that she would most certainly not dare to run such risks."

And now that we have ended with Captain Sorb's review may we ask: Where does France's friend and ally Russia come on the scene? There is no mention of Russia at all. Would Russia remain peaceably ignorant of what was happening should France find herself in the clutches of an enemy? Whatever we may think of the article, every reader is bound to admit its readability although he is not by any means bound to accept its conclusions or even its premises.

There are several other articles to which we should have wished to refer, such as Mr. Arnold White's trenchant criticism of the gunnery in the Navy, and his sarcastic references to literary admirals; as well as to Captain Garrons-Williams' story of life at the Lancashire Sea-Training Home at Liscard, but space will not permit. It is sufficient to say that those who are interested in naval matters will find the "Navy League Annual" an absorbing source of interest, and those who have never previously given the subject a thought will become strenuous partisans on every question affecting the vessels which fly the blood-red cross of St. George.

The "Navy League Annual 1907-1908," edited by Mr. Alan H. Burgoyne, is published by the Navy League at 13 Victoria Street, London, S.W. There are three editions—one in paper covers at one shilling a copy, another bound in cloth at half-a-crown, and an edition de luxe at a guinea.

CRICKET.

HONGKONG CRICKET CLUB.

To-morrow afternoon, on the Club's ground, commencing 2 p.m., a match will be played against the "United Services." The following will represent the Club:—R. Hancock, H. Hancock, T. E. Pearce, W. C. D. Turner, H. R. Makin, A. A. Claxton, H. R. Phelips, E. A. Fowler, J. Hall, H. D. Sharpin and Dr. J. M. Atkinson.

CRAIGENGOWER C. C. v. DEPARTMENTAL CORPS.

This league match will take place on Saturday at 2.15 p.m. on the ground of the former Club. The following will represent Craigengower: L. E. Lammert (capt.), M. E. Alger, R. Bass, A. O. Brawn, R. Pestonji, J. D. Kinnaird, G. Evans, E. Irving, F. Lammert, Manderson and L. A. Rose.

AGAR-AGAR, derived from Chinese seaweed, may possibly replace gelatine as a basis for photographic processes. Lecturing before the Royal Photographic Society on 11th ult., W. W. F. Cooper said that it has certain chemical advantages over its rival, and will in time mark a revolution in photographic emulsions.

TALES OF BAD TIMES.

MERCHANTS' FINANCIAL TROUBLES.

A rather heavy calendar was that which Sir Francis Piggott (Chief Justice) had to dispose of in Bankruptcy Jurisdiction to-day.

DEBTOR'S PETITIONS.

Re. Moosa e Vieira. Application for a debtor's petition.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, stated that the petition had been filed by the defendant firm. The affidavit in support of this gave the circumstances. The assets were $60,000 and the liabilities $150,000. There were two partners in the firm. One was in Bombay and the other in Hongkong.

Application granted.

Re. Chan Mow Chi. Application for a debtor's petition.

Mr. Otto Kong Sing said this was an application for a receiving order. The liabilities stood at $54,901 and the assets $7,500. The equity of redemption was leasehold property on Marine Lot 71.

Application granted.

APPLICATION FOR DISCHARGE.

Re. H. W. R. Matthaey. Application for discharge.

Mr. E. J. Grist said that the receiving order in this matter was made on the 31st November last. He was adjudged bankrupt on the 21st February and his public examination closed on 13th June. On September 6th there was a ten per cent. dividend, since when there had been no further dividends. No misdemeanour had been committed under the Bankruptcy Ordinance.

A stay of six months was allowed.

APPLICATION TO RESCIND.

Re. James Campbell Logan.

Mr. M. J. D. Stephens applied for a further adjournment to enable the bankrupt to settle with the plaintiff, who, he said, was the real cause of the bankruptcy.

Mr. F. X. d'Almada e Castro, who appeared for the plaintiff—Watkins—said he had no objection to an adjournment.

His Lordship—I don't suppose you would have when he is going to settle with you.

A month's adjournment was granted.

PUBLIC EXAMINATION.

The public examination of Tsin Kwong Po, the managing partner of the Shiu Hang Tseung firm, was opened by Mr. J. H. Kemp, the Official Receiver.

The Official Receiver—Since your father's death you have acted as manager?—Yes.

And you are a partner?—Yes.

How long has the business been carried on?—About thirty-one years.

It has been a very good business?—I don't know what happened prior to the death of my father.

But it has been a good business?—We made between $1,000 and $2,000 a year.

What was the failure due to?—Loss of business.

The business was a general foreign goods business?—Yes

The liabilities are $15,900?—Yes.

And the assets?—$1,200.

Made up of $1,200 cash?—Yes.

About $1,400 debts due to the firm?—Yes.

And you also put down your stock as being worth $1,600?—Yes.

That stock was sold for $176?—Yes.

Wasn't it rather over-estimated?—I left the matter entirely in the hands of the watchman and a foki.

How many partners were there in the business?—The witness mentioned about five names, all of whom are dead.

Were there any partners who sold out recently?—Yes, one.

Who bought his share?—The shop.

How much was paid for it?—Witness could not find the particulars in the partnership book and asked leave to retire to fetch the proper book, in order to supply the necessary information.

Where is that book? In the shop?—It was formerly in the shop, but I left it with somebody afterwards.

How many such books have you in your keeping?—Only two.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, who appeared for all the creditors, but the petitioning creditor, cross-examined the witness.

"When did you become a partner in this firm?" he asked.

"Immediately my father died?" was the answer.

When you became a partner were there any other partners alive?—Yes, Lui Tit Chin.

Who else was alive?—Li Kut Shun was also alive.

Anybody else?—Lau Man Hing died before my father.

Nobody else?—No.

Since the death of the three partners (mentioned above) their sons have been receiving the profits?—Yes.

How much did they get in one year?—I cannot say.

Now, now, you are the manager, you ought to know?—I can't remember everything.

How much did they receive last year?—There was a loss.

But the last year there was a profit?—Tls. 820 odd.

Your father started the firm?—Yes.

And when he retired, or died, rather, he was a man of considerable means?—No.

You mean to say that he had no money or no property when he died?—No.

He was a partner in this paying firm and yet when he died he left no money?—No, he had to support his family with the profits.

If he had any property you as his eldest son would have come in for a share?—He hadn't any.

But if he had?—Yes.

You have some property at home)—No.

I put it to you you have a country house in the Shiu Hang village?—No.

I put it to you you have four catties of land in the Kwong Yeen village, near Samshui?—No.

I put it to you, you have shares in the Yee Tai medicine shop, Kuk Faw district, Canton? Tls. 1,000 shares?—No.

I put it to you, you have an interest in the Tung Chai shop, at Canton?—No.

I put it to you, you have also a share in the Wo On shop, 87, Bonham Strand?—I had, but have sold it.

One of your creditors is the compradore of Messrs. Meyerink and Company?—Yes.

Did you ever tell him that you owned land and property in the country?—No.

Did you tell another creditor that the debts of the Shiu Hang shop were only a few thousand dollars?—Yes.

And that if the firm could not pay its debts you would sell your paddy fields and pay them?—No.

Mr. Looker asked leave to call witnesses who would swear that the debtor had told them that he owned property in the country.

His Lordship—Very well, but I think you should warn him first.

The witness was warned accordingly.

Cheun Tong, compradore to Messrs. Meyerink & Co, said the debtor had told him he owned several fields in the country, and that they were valued at between $7,000 and $8,000, and that he (the debtor) had some shares in the Wo On shop

Debtor—Did I mention paddy fields?

Witness—Yes, you said you would rather go to gaol than sell them.

Cheung Hok Lam said the debtor had told him not to be anxious about his debt as he owned some paddy fields which he would sell if necessary.

APPLICATION FOR DEBTOR'S ARREST.

Mr. Looker applied to his Lordship for a warrant for the debtor's arrest as there was evidence that he had committed a breach of the Bankruptcy Ordinance in concealing his property or failing to disclose it.

His Lordship—Yes, there is a certain amount of evidence put before the Court.

Mr. Looker said the creditors desired to prosecute, and he was told that there was further evidence that could be brought forward at the proper time. He asked for a warrant for the arrest.

His Lordship—I think there should be a warrant, say, within a month. There is this point: you will be bound in the bankruptcy by the finding of the jury in the criminal case.

Mr. Looker—Yes. If they acquit him then there is no property.

His Lordship—You will have to accept that. The jury must be satisfied there was no intent to defraud.

Mr. Looker—If the debtor has got property he can dispose of it. It is his duty to do that and hand over the proceeds to the trustee.

His Lordship—But supposing the Bankruptcy Ordinance does not extend to property elsewhere—where the property is beyond the power of the Colonial Government? If it is not property that the trustee has power to take it would follow that it is not property to disclose.

Mr. Looker—I think the trustee has power to take it through the Consul at Canton. The Official Receiver informs me that this has been done.

His Lordship—If you once start the criminal law in motion the point will have to be discussed. The whole question is a very big one, perhaps, under the circumstances, this little pressure may induce the bankrupt—

Mr. Looker—We hope that it may. It has been known to do so before.

The application was granted.

A NEW YORK despatch, of 3rd inst., says:—The departure of Viscount Aoki, ex-Japanese Ambassador, was attended by many courtesies on the part of the U. S. Cabinet. There is no news of the date of his successor's arrival.

SHIPPING AND MAILS

MAILS DUE.

Canadian (*Empress of Japan*), 14th inst.

German (*Prinz Eitel Friedrich*) 14th inst.

Indian (*Nanzing*) 16th inst.

Indian (*Kumsang*) 23rd inst.

The Barber Line s.s. *Sikh* sailed from New York on 7th inst.

The N. Y. K. s.s. *Tosa Maru*, American Line, left Shanghai for this port on 9th inst., and is expected here on 12th inst.

The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Thursday Island for this port *viâ* Manila on 9th inst., and is expected here on 20th inst.

The C. P. R. s.s. *Empress of Japan*, Captain Nelson, left Yokohama for this port on 9th inst., and is due here on 14th inst.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above Ports, on TUESDAY, the 14th instant, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 10th January, 1908. [105

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED; Agents.

Hongkong, 10th January, 1908. [106

To-day's Advertisements.

HONGKONG HOTEL.

—MENU.—

SATURDAY, January 11th, 1908.

DINNER.

HORS D'ŒUVRES.
Windsor Canapes.

SOUP.
Ox Tail.

FISH.
Boiled Fish and Parsley Sauce.

ENTREES.
Fricasee of Rabbit.
Grilled Fillet of Beef and Tomatoes.
Sweetbread Patties.

CURRY.
Egg.

JOINTS, &c.
Roast Lamb and Mint Sauce.
Roast Turkey and Cranberry Sauce.
Boiled York Ham and Champagne Sauce.
Cold Game Pie and Beetroot Salad.

SWEETS.
Semolina Pudding.
Ratafia Ice Cream and Finger Cakes.
Tipsy Cake.
Cheese Straws.

DESSERT.
Coffee. Fruits. [101

KOWLOON HOTEL.

DINNER.

SATURDAY, 11th January, 1908.

HORS D'ŒUVRES.
Russian Caviar on Toast.
Crab Salad en Mayonnaise. Green Olives.
Sliced Cucumbers.

SOUP.
Cream of Oysters.

FISH.
Boiled à la Maitre d'Hotel.
Boiled Potatoes.

ENTREES.
Braized Stuffed Pigeons and Green Peas.
Rissoles of Beef and Olives.
Frog Curry.

RELEVES.
Boned Capon à la Macedonie.

COLD JOINTS.
Glaized York Ham. Salad à la Jardiniere.

ROAST.
Young Turkey and Cranberry Sauce.
Kobe Beef and Roast Potatoes.

VEGETABLES.
French Beans. Grilled Tomatoes.
Green Peas.
Boiled and Roast Potatoes.

PUDDING AND PASTRY.
Plum Pudding Brandy Sauce.
Pumpkin Pie. Brandy Jelly.
Cocoanut Pie. Assorted Cakes.
Cheese and Crackers.

DESSERT.
Nuts, Fruit of Sorts.
Pinesapple Ice Cream. Cafe Noir. [102

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE is hereby given that Mr. UN CHAK WING, trading as the SEU LOONG firm at No. 396, Des Vœux Road, Victoria, in the Colony of Hongkong, has, on the 17th day of December, 1907, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark, viz.:—

The words OWL BRAND surmounted by a distinctive device of an Owl and the Wax impression of a seal bearing a similar device and the words SEU LOONG, Hongkong. Below are the words SEU LOONG;

in the name of the said UN CHAK WING, who claims to be the sole proprietor thereof.

The Trade Mark is intended to be used by the Applicant in respect of the following goods, in the following class, viz.:—

CLASS 42, IN RESPECT OF CHINA SOY.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the Undersigned.

Dated the 10th day of January, 1908.

HASTINGS & HASTINGS,
38, Queen's Road Central, Hongkong,
100] Solicitors for the Applicant.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

NOTICE is hereby given that the TWENTIETH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 17th January, to TUESDAY, the 28th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th January, 1908. [103

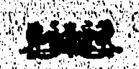
THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTIETH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 20th January, to TUESDAY, the 28th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
[104

Intimation.



THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION

OF

NEW STOCK

OF

Steinway,

Bechstein,

Russell,

Krauss,

Rombildt,

Werner &c.

GRANDS & UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBODYING 30 YEARS' LOCAL EXPERIENCE.

Hongkong, 5th December, 1907. [15

To Let.

TO BE LET.

THE Whole 3RD FLAT of No. 7, PEDDER STREET.

Apply—

"Y. Z."
C/o *Hongkong Telegraph*.

Hongkong, 31st December, 1907. [71

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.

Apply to—

PERCY SMITH & SETH.

Hongkong, 16th December, 1907. [72

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD facing the Cricket Ground.

'HATHERLEIGH,' Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December 1907. 66

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907. [67

TO LET.

NO. 11, SEYMOUR ROAD,

With possession from 1st December next.

Apply to—

THE COMPRADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.

Hongkong, 22nd October, 1907. [68

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 19th October, 1907. [60

TO LET.

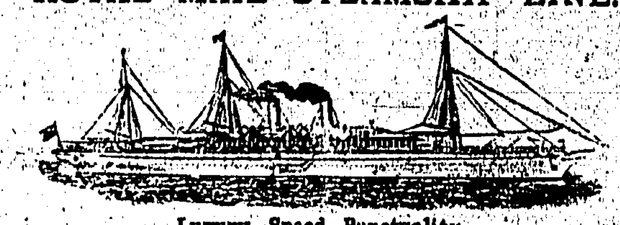
HOUSE No. 15, ROSE TERRACE, Kowloon.

Apply to—

"COMPRADORE,"
[illegible]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



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11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd
"MONTEAGLE"	6,163	WEDNESDAY, Jan. 29th	Feb. 22nd
"EMPRESS OF JAPAN"	6,000	THURSDAY, Feb. 13th	Mar. 2nd
"EMPRESS OF CHINA"	6,000	THURSDAY, Mar. 12th	Mar. 30th
"EMPRESS OF INDIA"	6,000	THURSDAY, April 9th	April 27th
"MONTEAGLE"	6,163	WEDNESDAY, April 22nd	May 16th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.
Hongkong to London, 1st Class ..... *via* St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways... *via* St. Lawrence £40. *Via* New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,
Hongkong, 27th December, 1907. *Corner Pedder Street and Praya.* [15

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE & SOURABAYA	*CHUNSANG*	SATURDAY, 11th Jan., 3 P.M.
SHANGHAI	*KWONGSANG* †	SATURDAY, 11th Jan., 4 P.M.
SHANGHAI	*TINGSANG* †	SUNDAY, 12th Jan., Daylight.
SHANGHAI	*LIENSHING* †	MONDAY, 13th Jan., 3 P.M.
MANILA	*LOONGSANG* *	FRIDAY, 17th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*NAMSANG* *	TUESDAY, 21st Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	*FOOKSANG* *	TUESDAY, 28th Jan., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	$ 65	$100
Penang "	85	130
Calcutta "	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 10th January, 1908. [10

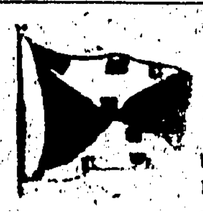
CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
AMOY & SHANGHAI	"KWEILIN" †	11th Jan., 4 P.M.
SAIGON	"KANCHOW"	12th " daylight.
HOIHOW & HAIPHONG	"HUPEH"	12th " "
SWATOW	"KWEIYANG"	12th " "
TSINGTAU & CHEFOO	"HANGCHOW"	13th " 4 P.M.
SHANGHAI	"CHANGCHOW" †	13th " "
SHANGHAI	"LINAN" †	14th " "
SHANGHAI	"SHAOHSING"	14th " "
MANILA	"TEAN" *	14th " "
CEBU & ILOILO	"SUNGKIANG"	15th " "
SHANGHAI	"YOCHOW" *	16th " "
CEBU & ILOILO	"KAIFONG"	21st " "
MANILA	"TAMING" *	21st " "
MANILA, ZAMBOANGA & COLONIES	"CHINGTU"	1st Feb., "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th January, 1908 [13



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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 11th Jan., 1907.
RUBI	2540	Almond	"	SATURDAY, 18th Jan., 1908.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th January, 1908. [11

CHINA & MANILA STEAMSHIP CO., LIMITED.

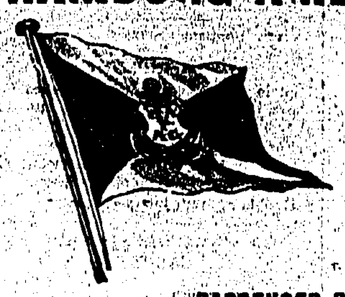
MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3RD FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "RUBI" on FRIDAY, 31st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.
We have arranged a Special Fare for this Round Trip of $50, and we shall allow passengers to remain on board during the stay in Manila for $10 per day, inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.
For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



160 Ocean Steamers with **916,000** Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA.—HARSBURG.—HOHENSTAUFEN.—SILESIA.—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: **NAPLES, PLYMOUTH, HAVRE, HAMBURG.**

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
RHENANIA ..... 21st Jan., 1908	HABSBURG ..... 30th Jan., 1908
	RHENANIA ..... 26th Feb., 1908
HOHENSTAUFEN ... 22nd Feb., 1908	HOHENSTAUFEN ... 25th March, 1908

Hongkong, 9th January, 1908 [9

HONGKONG-NEW YORK-BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK and BOSTON via PORTS and SUEZ CANAL.
(With Liberty to Call at the Malabar Coast)

Steamship	To sail
"INDRAPURA"	On TUESDAY, 14th January, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 2nd January, 1908. [12

FOR SINGAPORE AND PENANG.

THE Steamship "LIGHTNING," Capt. E. Fey, will be despatched for the above Ports on TUESDAY, the 14th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 9th January, 1908. [99

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship "FLINTSHIRE" will be despatched for the above Ports, on or about the 7th February, 1908
For Freight, etc., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th January, 1908. [97

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers	Tons	To sail
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.
For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 26th December, 1907. [18

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
Passage Fare—Single Journey.....$4.
Meals .....$1.25 each
The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO. LD.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE," Captain Helms, will be despatched as above, on SATURDAY, the 25th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 7th January, 1908. [88

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Kumeric	6,232	Cowley	28th Jan. 1908.
Shawmut	9,606	E. V. Roberts	21st Feb.
*Tremont**	9,606	T. W. Garlick	17th Mar.
Suvaric	6,232	Shotton	9th Apr.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.
† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Building,
Hongkong, 12th December, 1907. [19-20

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "SHIMOSA" ..... 5th February, 1908.
For Freight and further information, apply to
DODWELL & CO., LIMITED

Shipping—Steamer.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through Rates to PERSIAN GULF, and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Pedone, will be despatched as above on MONDAY, the 13th January, at Noon.
For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 9th January, 1908. [95

For Sale.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [55

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*
Hongkong, 7th March, 1907. [46

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BLK. AND TAN GLACE KID

from the best American Manufacturer.

FLANNELS, TWEEDS, SERGES, Ladies' DRESSING GOWNS and JACKETS.

Samples on application. Coast ports orders carefully executed.

Hongkong, 3rd January, 1908. [50

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES AND TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG.
Hongkong, 3rd September, 1907. [46

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE-WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Matter is can be supplied, if required.
The Superioress will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor Schools.

AN UNEXPLORED ARCHIPELAGO.

AUSTRALIAN GOVERNMENT'S PROPOSED SURVEY.

Interest is now being roused in Australia in an archipelago off the West Australian coast near Esperance, the nearest point on the sea-board to the goldfields.

The islands composing this archipelago are not large, but numerous and well-endowed with good soil suitable for the cultivation of fruits and cereals. Ships passing between Adelaide and Albany keep too far out to sight the islands, and even craft plying between Esperance and other parts keep clear of them, because the sea there is still not completely charted. Many uncharted rocks and islands that are almost on the water-line have been noted, but the waters are still full of peril.

Nine years ago the Admiralty sent H.M.S. *Waterwitch* to survey Esperance Bay and an approach to it. This work was done thoroughly, but the remainder of the coast, off which the islands lie, has never been surveyed, so that only vessels having to call along the almost uninhabited mainland venture into the treacherous waters. This explains why the islands have not only been left practically unvisited, but also quite uninhabited.

Mr. Connolly, a former member of the Legislative Assembly of Western Australia, made an unsuccessful attempt to utilise the island. He secured a lease from the Government, and embarked in agriculture. He had three small sailing craft, each below 50 tons, with which he and his employees visited the islands and in which the produce was to be conveyed to market. But in a very short time all three vessels were wrecked and some lives lost. Relics of other boats are strewn about the coast and islands, and pioneers do not feel encouraged to colonise the archipelago. Mr. Connolly found the soil very rich, and cleared a considerable portion of one of the islands. He sowed a crop, but gave up the experiment before gathering it.

With the increasing anxiety about defence matters in Australia, it is felt that something should be done to ensure more than nominal possession of the archipelago. An enemy pressed for a coaling station could fare worse than securing one of these islands, with a sheltered harbour. An uninvited guest could thus make a temporary home without being detected for some months, and an enemy quartered there would be just 200 miles from Kalgoorlie.

The present need is a complete survey of the archipelago and the neighbouring coast, and it is proposed that the Australian Government should approach the Admiralty with that object.

SHIPBUILDING AND SUBSIDIES.

THE UNITED STATES POST OFFICE VIEW.

New York, December 8.

Mr. G. B. Hunter, of the Tyneside firm that built the Mauretania, listened to many compliments passed upon the Cunard's "Mary" and "Lucy" at the dinner of the Society of Naval Architects and Engineers at Delmonico's after his arrival with the ship.

"If any one must rule the waves, we are glad to see that it is Britannia," said Mr. Francis T. Bowles, the former Chief Constructor of the United States Navy, who presided. The success of the giant turbiners as rapid mail carriers and their adaptability as war cruisers were frankly acknowledged by the representatives of the Post Office Department and the Navy present at the banquet. Several indications strengthen the conviction that these ships will be used as an effective example for urging upon Congress a Government policy of subsidies. The ship subsidy bill, which was talked out by "filibustering" in the last Congress, is to be reintroduced, its chief opponent having been defeated in seeking re-election mainly because of this issue.

Mr. Root is following up his policy for subsidising ship mail service to South America for the development of United States commerce, and at this dinner no speech received more approval than that of Mr. James T. McCleary, the Second Assistant Postmaster-General. "It did not make him happy," he said, "to know that of 436 ships that carried the mails only sixty-seven were American. It was his duty to transport the mails. It cost £1,200,000 to do it; of that sum £600,000 was profit. He would devote that profit to the upbuilding of the merchant marine, so that not a cent would come from the Treasury."

THE MAURETANIA'S SUPERIORITY.

The Mauretania herself, as she lay in the same dock where her sister was moored on her first appearance in New York, was the object of as keen interest. On the first day of public inspection she was visited by 6,000, the proceeds going to seamen's charities; and on Thanksgiving Day, a public holiday, she attracted a great crowd of sightseers. Though many of her officers embarked in her at almost a moment's notice, everything was so ship-shaped that she might have been running for a year. The "found herself" almost immediately. The ocean swell off the "Banks" was a test that her captain wished for, and surmounted satisfactorily. The fog was the only unlucky delay which prevented a record passage.

I asked Mr. Hunter to what he attributed the superior speed of the ship compared with the Lusitania. He was inclined to think that the advantage lay in the propellers, the form of those of the Mauretania being, in the judgment of marine engineers, well-nigh perfect. The chief point he claimed in the building of the ship was the great care in construction according to the model vessel built to the scale of 1/16 in every part, though propelled by electricity. This model was put to every sort of test in the mile long water of Teddington, where there was ample facilities for [illegible]

afforded in the Navy yard tanks at Haslar or Washington.

"What limits," I inquired, "are there to building monster liners? Are the Lusitania and Mauretania likely to be soon eclipsed by 40,000 tonners of 900 feet or more?"

"The length and size of the vessels are not limited by the builders," was Mr. Hunter's answer, "but by the depth of dock and their accommodation in the harbours of ports. As the Ambrose Channel was deepened here, so we had to dredge the Tyne from 25 to 30 feet; but there we have a rise and fall of 15 feet, so that there is plenty of water at high tide. As to subsidies, the British shipbuilders at present can do without them. But if the United States and Germany adopt that policy for building up their merchant marine we may be compelled to follow in self-defence. At any rate, it may be said, if the British Government grants subsidies for the mails in the case of their carriage to the United States, there would seem to be a stronger reason for aiding the direct mail service to Canada."—*Pall Mall Gazette.*

COMMERCIAL.

10-DAY'S EXCHANGE.

Selling.

2.30 P.M.

London—Bank T.T.	1/10⅞
Do. demand	1/10 31/16
Do. 4 months' sight	1/11 1/16
France—Bank T.T.	2.37
America—Bank T.T.	45⅛
Germany—Bank T.T.	1.93
India T.T.	141½
Do. demand	142
Shanghai—Bank T.T.	74½
Singapore—Bank T.T.	23 % prem.
Japan—Bank T.T.	92½
Java—Bank T.T.	114

Buying

4 months' sight L/C.	1/11⅜
6 months' sight L/C.	1/11 7/16
30 days' sight San Francisco & New York	47⅛
4 months' sight do.	47⅛
30 days' sight Sydney and Melbourne	1.11⅛
4 months' sight France	2.44½
6 months' sight	2.47
4 months' sight Germany	1.99½
Bank of England rate	6 %
Sovereign	$10.50

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 10th at 11.55 a.—The barometer has fallen over China, and risen in Japan.

The anticyclone still covers China and Japan and adjacent seas, pressure being highest over W. Japan.

Gradients are slight, and moderate to fresh monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. and E. winds, moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals

Kawachi Maru, Jap. s.s., 3,781, H. Petersen, 9th Jan.,—Singapore 3rd Jan., Gen.—N. Y. K.

Benclcuch, Br. s.s., 2,610, G. McMillan, 6th Jan.,—Singapore 2nd Jan., Gen.—G., L. & Co.

Hallan, Fr. s.s., 377, T. Andersen, 9th Jan.,—Pakhoi and Hoihow 7th Jan., Gen.—A. R. M.

Shanhsing, Br. s.s., 1,107, W. McIntosh, 9th Jan.,—Shanghai 6th Jan., Gen.—B. & S.

Kwaiyang, Br. s.s., 1,012, M. Dawson, 6th Jan.,—Pakhoi and Hoihow 7th Jan., Gen.—B. & S.

Germania, Ger. s.s., 2,772, P. Lorenzen, 9th Jan.,—Haiphong 7th Jan., Rice—J. & Co.

Montcagle, Br. s.s., 6,614, S. Robinson, R.N.R., 10th Jan.,—Vancouver 13th Dec., and Shanghai 7th Jan., Mails and Gen.—C. P. R. Co.

Tean, Br. s.s., 1,246, L. Outerbridge, 10th Jan.,—Manila 7th Jan., Gen.—B. & S.

Wakamiya Maru, Jap. s.s., 1,127, P. Takeda, 10th Jan.,—Singapore 31st Dec., Gen.—N. Y. K.

Taishun, Ch. s.s., 1,276, F. Stephen, 10th Jan.,—Canton 9th Jan., Gen.—C. M. S. N. Co.

Hangchow, Br. s.s., 900, Mawley, 10th Jan.,—Canton 9th Jan., Gen.—B. & S.

Kwongsang, Br. s.s., 1,438, W. P. Baker, 10th Jan.,—Canton 9th Jan., Gen.—J., M. & Co.

Clearances at the Harbour Office

Wakamiya Maru, for Shanghai.
Phoumpenh, for Saigon.
Delhi, for Singapore.
Haikong, for Swatow.
Kawachi Maru, for Kobe.
Banclcuch, for Nagasaki.
Yuensang, for Manila.
Shanhsing, for Canton.
Zafiro, for Manila.

Departures.

Jan. 10.

Devanha, for Shanghai.
Japan, for Shanghai.
Haichow, for Coast Ports.
Phoumpenh, for Saigon.
Jacob Diederichsen, for Hoihow.
Futuna Maru, for Moji.
Sachu Maru, for Swatow.
Wakamiya Maru, for Shanghai.
Yuensang, for Shanghai.
Yuentan, for Manila.
Glenroven, for Haiphong.

Passengers arrived.

Per *Kwaiyang*, from Hoihow—Mrs. Gilmour.

Per *Montcagle*, from Vancouver—Messrs. Nasts, Greenwald, Jones, Stephens, Wong He Cheong and Haranac. From Yokohama—Misses Farpinato, Nelson, Mr. F. White, Dr. Black and Mr. Bowman. From Shanghai—Mr. D. W. Craddock and Mrs. E. Chaney.

Per *Kawachi Maru*, from Singapore for Hongkong—Mr. and Mrs. W. Clayson, Miss Watkins, Messrs. McMorland, G. Beagley, H. Trowbridge, E. Brown, E. Cubey, Mr. and Mrs. Feliciano, and Mr. A. Gow. For Kobe—Messrs. H. Inouye and K. Okada, Mrs. I. Kajima, and Miss S. Matsumura. For Yokohama—Capt. Uchida, Mrs. and Miss McKinnell, Sho Shishiya, T. Kawamura, K. Kawachi and Ng Suc's How.

Shipping Reports.

Str. *Shanhsing*, from Shanghai:—Strong N'ly winds and sea, fine weather.

Str. *Kwaiyang*, from Pakhoi and Hoihow:—Fresh E.N.E. wind and fine, clear weather.

VESSELS IN PORT

STEAMERS.

Ariake Maru, Jap. s.s., 2,183, T. Ota, 5th Jan.,—Moji 30th Dec., Coal.—M. B. K.

Arratoon Apcar, Br. s.s., 2,932, A. Stewart, 7th Jan.,—Moji 3rd Jan., Gen.—D. S. & Co., Ld.

Borneo, Ger. s.s., 1,344, F. Sembill, 6th Jan.,—Sandakan 29th Dec., Timber.—M. & Co.

Bourbon, Fr. s.s., 597, Le Bail, 8th Dec.,—Saigon 23rd Dec., Gen.—Man Fat & Co.

Capri, Ital. s.s., 2,630, P. Domimer, 7th Jan.,—Bombay 30th Dec., and Singapore 1st Jan., Gen.—C. & Co.

Changchow, Br. s.s., 1,203, H. E. Walker, 8th Jan.,—Canton 7th Jan., Gen.—B. & S.

Chiengmai, Ger. s.s., 1,080, A. Schmalfuss, 8th Jan.,—from Bangkok, Rice.—B. & S.

Ching Wo, Br. s.s., 2,517, D. Maclean, 2nd Jan.,—Singapore 26th Dec., Ballast.—B. & S.

Delhi, Br. s.s., 4,783, J. D. Andrews, R.N.R., 9th Jan.,—Shanghai 7th Jan., Mails and Gen.—P. & O. S. N. Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 16th Dec.,—Vancouver, (B.C.) 26th Nov., and Shanghai 13th Dec., Mails and Gen.—C. P. R. Co.

Hardinge, Br. s.s., 5,434, Comdr. S. D. Vale, 1st Jan.,—Durban 10th Dec., Ballast.—The Govt. of India.

Hercules, Nor. s.s., 2,439, Bjerck, 23rd Dec.,—Tacoma and Mororan 11th Dec., Wheat.—Order.

Hupeh, Br. s.s., 1,205, G. J. Spink, 8th Jan.,—Haiphong and Hoihow 6th Jan., Gen.—B. & S.

Jushin Maru, Jap. s.s., 702, H. S. Smith, 8th Jan.,—Tamsui via Amoy and Swatow 7th Jan., Gen.—O. S. K.

Kanchow, Br. s.s., 1,217, Meathrel, 8th Jan.,—Hongay 5th Jan.; Coal.—B. & S.

Khalif, Br. s.s., 3,807, C. A. Watts, 26th Dec.,—New York, U.S.A., 21st Oct., Case Oil.—Order.

Korama, Aust. s.s., 2,387, P. Gerestsmer, 29th Dec.,—Novomersen Bussen, (B.C.) 12th Nov., Cement.—Order.

Korea, Am. s.s., 5,651, S. Sandberg, 9th Jan.,—San Francisco 10th Dec., and Shanghai 7th Jan., Mails and Gen.—P. M. S. S. Co.

Kweilin, Br. s.s., 1,107, Hards, 7th Jan.,—Canton 6th Jan., Gen.—B. & S.

Liensbing, Br. s.s., 1,048, Wright, 9th Jan.,—Chefoo and Weihaiwei 3rd Jan., Gen.—J., M. & Co.

Lightning, Br. s.s., 2,122, E. Fey, 21st Dec.,—Calcutta 29th Nov., via Penang and Singapore 11th Dec., Gen.—D. S. & Co., Ld.

Linan, Br. s.s., 1,352, C. C. Williams, 9th Jan.,—Canton 8th Jan., Gen.—B. & S.

Lockeun, Ger. s.s., 1,675, W. Tanbert, 31st Dec.,—Bangkok 17th Dec., Rice.—B. & S.

Loosok, Ger. s.s., 1,020, G. Schultzen, 30th Dec.,—Bangkok 18th Dec., Rice and Wood.—B. & S.

Minnesota, Am. s.s., 13,323, Chas. Austin, 3rd Jan.,—Seattle via Ports 30th Nov., and Shanghai 31st Dec., Gen.—N. Y. K.

Nanshan, Br. s.s., 1,299, A. Jones, 30th Dec.,—Saigon 24th Dec., Rice and Gen.—B. & Co.

Neumühlen, Ger. s.s., 1,010, M. Fischer, 6th Jan.,—Japan Ports 31st Dec., Coal and Gen.—J. & Co.

Paoting, Br. s.s., 1,226, T. E. Tuebber, 5th Jan.,—Chefoo 30th Dec., Gen.—B. & S.

Petchaburi, Ger. s.s., 2,190, C. Wolff, 9th Jan.,—Bangkok 27th Dec., Rice and Salt.—M. & Co.

Phœnix Park, Br. s.s., 1,165, J. H. Scott, 1st Jan.,—Singapore 27th Dec., Gen.—Chinese.

Polyphemus, Br. s.s., 3,051, V. Chrimes, 9th Jan.,—Singapore 2nd Jan., Gen.—B. & S.

Quarta, Ger. s.s., 1,145, H. Madsen, 4th Jan.,—Boeleleng, (Bali Island) 24th Dec., Sugar and Gen.—J. C. J. L.

Senta, Ger. s.s., 912, Desler, 6th Jan.,—Singapore 28th Dec., Gen.—S. & Co.

Tatsu Maru, Jap. s.s., 1,948, H. Terumine, 7th Dec.,—Kobe and Moji 1st Jan., Coal and Gen.—Wallem & Co.

Woolwich, Br. s.s., 1,843, A. Stoker, 13th Nov.,—Moji 8th Nov., Coal.—D. & Co., Ld.

Yesan Maru, Jap. s.s., 1,940, Nagatsu, 7th Jan.,—Kuchinotzu and Moji 1st Jan., Coal.—M. B. K.

Zafiro, Br. s.s., 1,629, A. Fraser, 6th Jan.,—Manila 4th Jan., Hemp and Sugar.—S., T. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Wray Castle	Singapore	D. & Co., Ld	Jan. 11
Persia	Japan	O. & O. Co	Jan. 12
Siklang	Bangkok	H. A. L.	Jan. 12
Tjikini	Moji	J. C. J. L.	Jan. 12
Aragonia	Moji	H. A. L.	Jan. 12
Tosa Maru	Shanghai	N. Y. K.	Jan. 12
America Maru	Shanghai	T. K. K.	Jan. 13
Totomi Maru	Singapore	N. Y. K.	Jan. 13
Emp. of Japan	Japan	C. P. R. Co	Jan. 14
P. E. Friedrich	Japan	M. & Co.	Jan. 14
Flintshire	Singapore	S., T. & Co	Jan. 14
Prinz Heinrich	Colombo	M. & Co.	Jan. 13
Numantia	Astria	P. & A. Co.	Jan. 15
Kagoshima M.	Singapore	N. Y. K.	Jan. 15
Namsang	Calcutta	J., M. & Co	Jan. 16
Kumano Maru	Thursday I	N. Y. K.	Jan. 20
Kumsang	Calcutta	J., M. & Co	Jan. 23

The Ships Passed Canal.

17th December—*Dardanus*, *Verona*. 20th December—*Acara*, *Yenkin*, *Jason*, *Ningchow*. 21th December—*Benglee*, *Ping Suey*, *Prinz Heinrich*, *Telemachus*, *Nora*, *Bintang*, *Malte*, *Indien*. 27th December—*Slavonia*, *Princess Alice*, *Rhenania*, *Kamakura Maru*, *Sanuki Maru*. 31st December—*Alcinous*, *Sithonia*, *Bombay Maru*, *Socotra*, *Tsunkai*, *Bluecross*, *Hokenfels*, *Tamaru Maru*. 3rd January—*Achilles*, *Nora*, *Polynesian*, *Glencarn*, *Nubia*, *Drumgeith*, *Vorwaerts*. 7th January—*Agamemnon*, *Glenlocky*, *Menelaus*, *Indrasamha*, *Sanggambia*, *Yunnan*, *Brazilia*, *Glamorganshire*.

Arrivals at Home—17th December—*Pak Ling*, *Idomeneus*. 20th December—*Inaba Maru*. 24th December—*Borneo*, *Benalder*, *Hanuchr*, *Indrawadi*, *Tonkin*, *Orwell*. 31st December—*Jason*. 3rd January—*Persia*, *Suevia*, *Prinz Ludwig*. 7th January—*Princess Alice*.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Neil Mcleod	at	Kowloon	Dock
Germania	"	"	"
Kweichow	"	"	"
Tean	"	"	"
Yingking	"	"	"
Mercedes	"	"	"
Loksun	"	"	"
Loosok	"	"	"
Hercules	"	"	"
Hoosam	"	Cosmopolitan	"
Powan	"	"	"
Lightning	"	Aberdeen	"

CHINA COAST METEOROLOGICAL REGISTER.

January 9th, 1908, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	30.01	—	—	W	4	—
Hakodate		"	30.17	—	—	NW	8	—
Tokio		"	29.26	—	—	NW	4	—
Kochi		"	30.50	—	—	SW	4	—
Nagasaki		"	30 47	—	—	N	2	—
Kagoshima		"	30.55	—	—	NW	2	—
Oshima		"	30.48	—	—	S	2	—
Naha		"	30.44	—	—	NE	4	—
Ishigakijima		"	30 41	—	—	NE	8	—
Bonin Is.		"	30.28	—	—	N	4	—
Chefoo	6	a.m	—	—	—	—	—	—
Weihaiwei	9	a.m.	30.54	26	—	W	0	mur
Hankow	6	a.m.	—	—	—	—	—	—
Kiukiang		"	30.58	28	88	NE	1	b
Shanghai		a.m	30.58	38	72	SE	1	b
Gutzlaff		"	30.54	47	70	NNE	1	bv
Sharp Peak		"	30.49	53	93	NNE	4	c
Amoy	6	a.m.	30.37	54	87	NE	1	c
Swatow		"	30.50	—	—	N	2	c
Taihoku	5	a.m	30.43	—	—	E	6	—
Taichu		"	30 35	—	—	—	0	—
Tainan		"	30.33	—	—	N	2	—
Koshun		"	30.29	—	—	NE	10	—
Pescadores		"	30.34	—	—	N	10	—
Canton		a.m	30.50	50	72	—	0	b
Hongkong	10	a.m	30.46	57	58	E	2	b
Victoria Peak		"	—	—	—	ENE	3	—
Gap Rock		"	—	—	—	—	—	—
Macao		"	30.45	59	—	N	1	c
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m	30.41	75	—	NE	4	c
Tourane		"	30.33	70	—	SE	2	o
C. St. James		"	30.08	77	—	NE	4	c
Aparri	6	a.m.	—	—	—	—	—	—
Manila	10	a.m.	30.16	85	62	E	0	c
Legaspi	6	a.m.	30.06	77	—	W	2	o
Bacolod	9	a.m.	—	—	—	—	—	—
Iloilo		"	—	—	—	—	—	—
Cebu		"	30.06	79	—	N	1	od
Labuan		"	30.01	83	—	—	—	—

January 10th, 1908, a.m.

Vladivostock		a.m.	—	—	—	—	0	—
Nemuro		a.m	30.36	—	—	—	0	—
Hakodate		"	30.44	—	—	NW	2	—
Tokio		"	30.5	—	—	NW	4	—
Kochi		"	30.54	—	—	SW	6	—
Nagasaki		"	30.54	—	—	SE	2	—
Kagoshima		"	30.55	—	—	NE	2	—
Oshima		"	30.52	—	—	S	4	—
Naha		"	30.44	—	—	NE	2	—
Ishigakijima		"	30.41	—	—	NE	2	—
Bonin Is.		"	30.40	—	—	N	4	—
Chefoo	6	a.m	30.50	22	100	—	0	b
Weihaiwei	9	a.m.	30.42	31	—	NE	1	b
Hankow	6	a.m.	30.47	43	83	N	1	o
Kinkiang		"	30.48	37	91	—	0	b
Shanghai	9	a.m.	30.50	46	84	SE	2	c
Gutzlaff		"	30.48	52	79	SSE	2	cy
Sharp Peak		"	30 44	56	94	NNW	3	or
Amoy	6	a.m.	30.36	58	88	—	0	c
Swatow		"	30.31	57	87	NNE	1	c
Taihoku		a.m.	30.34	—	—	E	6	—
Taichu		"	30.33	—	—	—	0	—
Tainan		"	30.35	—	—	N	2	—
Koshun		"	30.30	—	—	NE	8	—
Pescadores		"	30.34	—	—	N	6	—
Canton	7	a.m	30.44	57	81	—	0	c
Hongkong	10	a.m.	30.29	63	62	E	3	o
Victoria Peak		"	—	—	—	NE	5	—
Gap Rock		"	30.34	—	—	NE	5	—
Macao		"	30.39	60	—	N	2	od
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	30.36	59	—	ENE	3	c
Tourane		"	30.39	64	—	—	0	o
C. St. James		"	30.04	73	—	NE	3	c
Aparri	6	a.m.	—	—	—	—	—	—
Manila	10	a.m.	30.20	81	62	—	0	c
Legaspi	6	a.m.	30.10	75	—	NE	1	c
Bacolod	9	a.m	—	—	—	—	—	—
Iloilo		"	—	—	—	—	—	—
Cebu		"	—	—	—	—	—	—
Labuan		"	29.98	82	—	—	—	—

	Jan. 9 at 10 a.m.	Jan. 9 at 4 p.m.
Barometer	30.46	30.32
Temperature	57	62
Humidity	58	55
Rainfall	—	—

Post Office.

International Reply Coupons may now be exchanged with British East Africa, and Uganda, British Honduras, British Somaliland and Newfoundland.

A Post Office has now been established at Taipo, New Territories. Rate of Postage, for Letters, 2 cents per 1 oz. A mail will be made up daily at 4 p.m.

A Mail will close for:—

Manila—Per *Zafiro*, 11th Jan., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Delhi*, 11th Jan. NOON.

Macao—Per *Sui Tai*, 11th Jan., 1.15 P.M.

Singapore and Sourabaya—Per *Chunsang*, 11th Jan., 2 P.M.

Shanghai—Per *Kwongsang*, 11th Jan., 3 P.M.

Amoy and Shanghai—Per *Kweilin*, 11th Jan., 3 P.M.

Saigon—Per *Kanchow*, 11th Jan., 5 P.M.

Rangoon—Per *Neumuehlen*, 11th Jan., 5 P.M.

Hoihow and Haiphong—Per *Hupeh*, 11th Jan., 5 P.M.

Swatow, Amoy and Tamsui—Per *Jushin Maru*, 12th Jan., 8 A.M.

Singapore, Penang and Bombay—Per *Capri*, 13th Jan., NOON.

Tsingtau and Chefoo—Per *Hangchow*, 13th Jan., 3 P.M.

Shanghai—Per *Changchow*, 13th Jan., 3 P.M.

Samarang and Sourabaya—Per *Tjikini*, 13th Jan., 4 P.M.

Kudat and Sandakan—Per *Borneo*, 14th Jan., 8 A.M.

Singapore and Madras—Per *Hardinge*, 14th Jan., 10 A.M.

Singapore, Penang and Calcutta—Per *Lightning*, 14th Jan., 2 P.M.

Manila—Per *Tean*, 14th Jan., 3 P.M.

Shanghai—Per *Shanhsing*, 14th Jan., 3 P.M.

Shanghai—Per *Linan*, 14th Jan., 3 P.M.

Shanghai, Nagasaki, Kobe and Yokohama—Per *Flintshire*, 15th Jan., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *P. E. Friedrich*, 15th Jan., 11.30 A.M.

Cebu and Iloilo—Per *Sanghiang*, 15th Jan., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, (Wash.)—Per *Minnesota*, 16th Jan., 11 A.M.

Shanghai—Per *Yochow*, 16th Jan., 2 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of India*, 16th Jan., 3 P.M.

Manila—Per *Loongsang*, 17th Jan., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 17th Jan., 3 P.M.

Manila—Per *Rubi*, 18th Jan., 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *Salaria*, 21st Jan., NOON.

Cebu and Iloilo—Per *Kaifong*, 21st Jan., 3 P.M.

Shanghai, Yokohama, Kobe and Moji—Per *Namsang*, 21st Jan., 3 P.M.

Manila—Per *Tuming*, 21st Jan., 3 P.M.

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle—Per *Tosa Maru*, 21st Jan., 3 P.M.

Nagasaki, Kobe and Yokohama—Per *Kumano Maru*, 22nd Jan., 11 A.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Nikko Maru*, 24th Jan., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 24th Jan., 11 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Empire*, 25th Jan., 11 A.M.

Singapore, Penang and Calcutta—Per *Fooksang*, 28th Jan., 2 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Montcagle*, 29th Jan., 11 A.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbershohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prinz Waldemar*, 30th Jan., 4 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chingtu* 1st Feb., 3 P.M.

VISITORS AT THE HOTELS.

KOWLOON.

Dalziel, Mr. and Mrs. James
Gose, Capt. and Mrs. E. B.
Klebs Dr. and Mrs.
Lewis, Major A. R.
Lewis, E. Cornewall
Macdonald, Lieut. and Mrs. and 3 children
Morris, J.
Smith, Capt. C. H.
Stone, P. E. F.
Swan, F. F.
Tuke, I.M.S., Capt. and Mrs. A.
Wuchert, Lieut. and Mrs. H. W.

HONGKONG.

Abraham, E. S.
Adams, Mr. and Mrs. C.
Adams, P. R.
Adams, R. M.
Afallon, A.
Battiscombe, H. G.
Beattie, R. B.
Berbiniger, A.
Bernhard, J.
Bisney, Miss
Bisney, Mr. & Mrs. S.
Black, Dr. G. D. R.
Bluns, A. E.
Bormand, E.
Brayfield, T.
Brown, F. G.
Brooke, Mr. and Mrs. C. B.
Brooks, Mr. and Mrs. R. H. and E.
Bulmer J. P.
Cadars, Commandant
Dandoie, M.
Carpenter, E. W.
Carter, A.
Chaney, Mrs. R. and amah
Colvin, H. E.
Courtney, E.
Crake, W. A.
Cresap, A. B.
Crook, A. H.
Cruickshank, J.
Curry, George
Darton, T. H.
Einstmann, W.
Ezekiel, R. M.
Elsworth, C. W. T.
Fanery, A. G.
Ffrench, Lord and Mrs. and maid
Fisher, H. G.
Franklin, C. B.
Frost, B. L.
Fujemtolo, Mrs.
Fuller, Denman
Fuller, S. J.
Gearing, Comdr. H. C.
Gibson, Dr. A.
Gillies, J. S.
Gionell, J.
Goar, F. St.
Gorrell, O.
Gray, T. C.
Hall, Capt. T.
Hallows, E.
Hamilton, Maj. & Mrs. D.
Hamilton, Miss L.
Hamilton, Miss D.
Harding, R.
Harrison, J. L.
Hewett, Hon. Mr. and Mrs. R. A.
Heslech, Mr. & Mrs. J.
Heslech, Master and Zuellig, F. E. Miss
Howard, E.
Innes, Capt. R.
Iwanaga, S.
Jones, Mr. and Mrs. F. N. H.
Joseph, Mr. and Mrs. E. S.
Joseph, M. R.
Knight, W. B.
Kalkopsn, Capt.
Lacy, W. C.
Leighton, W.
Little, A. C.
Logan, Mr. and Mrs. W.
Lorilleux, P.
Marriott, Dr. O.
Matheson, Mrs. R. T. and child
McIntosh, G. C.
McKean, G. W.
Metzenthin, Capt. and Mrs. H.
Millard, H.
Nelson, Miss M.
Nesbitt, P.
Neill, E. F. O.
Oiani, N.
Pattersen, Mr. and Mrs. A. P.
Pattersen, Misses I. and D.
Perkins, Mr. and Mrs. T. L.
Polglase, A. W.
Potts, Mr. and Mrs. W. H.
Potts, Miss
Powell, W. A.
Preshaw, C. M.
Pugh, A. J.
Ralphs, E.
Ray, E. H.
Robertson, Mr. & Mrs. W. E.
Robertson, Miss M.
Robertson, D.
Robertson, J.
Shields, C. E.
Short, R. H.
Spencer, H. R.
Spittles, J.
Stebbing, W. S.
Stevens, Rev. A.
Sharp P. P.
Tonney, G. E.
Tricker, C. H.
Tullidge, G. W.
Walsh, Mr. and Mrs. W. A.
Whitelaw, Mrs. John
Witthoefft, Mr. & Mrs. F. H.
Wong, P. L.
Wood, G. G.
Woodin, E. L.
Woods, I. D.

CONNAUGHT.

Atkinson, W. M.
Ayre, Mr. and Mrs. Wm. H. and child
Barrett, Mrs. M. A.
Berry, F. J., wife and child
Cilyen, Wm. R.
Bright, W. H.
Caffarena, J.
Chevalet, Madame H.
Chevalet, L. H.
Corwall, Mrs. C. B.
Dietrich, Mr. and Mrs. J.
Gitt, Wm.
Graw, E. W.
Handy, Harold E.
Hirkt, C.
Holmes, F. E.
Hough, Dr. Spencer
Howak, D. C.
Hutchinson, Wm. M.
Kiene, F.
Lawson, Capt. J. J.
McKenzie, J. H.
Morgan, Mr.
Silva-Nettis, Mr & Mrs.
A. F. B.
Wagatha, Made Maiselle, F. L.
Wagner, John A.

PEAK.

Austin, F.
Clark, Mr. and Mrs. D. M.
Cochrane, Mr. & Mrs. J.
Coffey, Mr.
Colleyshaw, Mr.
Darling, Col.
Ellis, A.
Ellis, Mrs.
Fischer, R.
Fisher, Major and Mrs.
Fuchs, Mr.
Galbraithe, Mr
Gompertz, H. H.
Greenhill, L. S.
Grieg, Mr.
Hall, J.
Hancock, Mr.
Harding, Mr. and Mrs.
Haseland, F. A.
Hell, P.
Hill, E. E.
Hockaday, W. T.
Hocking, Mr. and Mrs. A.
Hoffman, Mr. and Miss
Hutchison, Capt. and Mrs.
Jeffries, H. U.
Jones, S.R., Mr.
Kellie, Mr.
Kent, R.A., Col.
Lambert, Lt.-Col. and Mrs.
Lambert, Miss
Lauder, Major
Logan, Major and Mrs.
Macdonald, Major Malden, Geo.
Martin, R.
Mast, E.
McCoskery, Mr. & Mrs.
Mitchell, R.
Monk, S. D.
Pereira, Consul & Mrs.
Petrie, Mr. and Mrs.
Playne, Mr. and Mrs. S.
Reid, Lieut.-Col.
Rissland, H.
Ross, Major R. J.
Sargent, Mr.
Sayer, G. W.
Shordridge, Mr. & Mrs. A. B.
Sinclair, A.
Smith, A. Findlay
Stopani, Mr.
Synnot, Capt. A. Hart
Tweedie, Lt. and Mrs.
Wakefield, Mrs.
Watkins, Mr. and Mrs.
Whittam, Mrs. & Miss
Wilder, A. P.
Williamson, Mrs.
Williams, Staff-Surg. and Mrs.
Worbrook, Mr.

CRAIGIEBURN.

Adams, M. and Mrs. R. J.
Bonnar, Mr. and Mrs. J. W. C.
Caldwell, G. E.
Clothier, Mr. and Mrs. H. W.
Denison, Mr. and Mrs.
Denison, Misses (2)
Marchaut, Capt. & Mrs. F.
Hollingsworth, Mr. & Mrs.
Jones, Dr. and Mrs. Evan
Smith, Mrs H. S.
Smith, Mr. and Mrs. Grant
Smith, Percy

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Algerine	despatch-vessel	700	4	3,000	Commander E. La T. Leatham	Canton
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Shanghai
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtse
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Hamber	Yangtse
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Canton
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Hongkong
Fame	torpedo boat destroyer	368	6	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	en route Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	West River
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander C. A. Fremantle	West River
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Hongkong
King Alfred *	cruiser, 1st class	14,100	18	31,000	Captain C. F. Thursby	Hongkong
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander S. H. Tennyson	Yangtse
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Kudat
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Take	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	550	6	6,300	Lieut.-Commander J. Kiddle	West River
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Taku	torpedo boat destroyer	350	6	6,500	Boin. W. Strath	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Yangtse
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. B. Cox	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	£1,000,000 / $11,750,000 / $250,000	$1,797,167	£1.15/- for 1-year ending 30.6.07 @ ex 2/2 3/16 = $16.04	5 %	$721 / $715 new issue London £82
Do. (new)	40,000	$125	$125					
National Bank of China, Limited	9,925	£7	£6	£12,735 / $300,000	$71,273	$2 (London 5/6) on 1903	...	$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	250	$10	$219,058 / $4 11,919	none	$20 for 1906	8½	$24;
North China Insurance Company, Limited	10,000	£15	£5	£125,000 / Tls. 100,000 / Tls. 48,042	Tls. 204,474	Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 ½	Tls. 87½ sellers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 / £70,000 / $456,407 / £125,137.15/- / $8 7,628	1,460,490	Final of $12 making $42 for 1905 and Interim of $30 for 1906	5 ½	$825 sales
Yangtsze Insurance Association, Limited	8,000	$100	$80	$800,000 / $159,143	$394,520	$5 for year ending 31.12.5	...	$150
Do. do. (new)	4,000	$ 07	$60	$1,988				$135 sales
FIRE INSURANCES.				$1,000,000				
China Fire Insurance Company, Limited	20,000	$100	$20	$320,449 / $7,616	$362,980	$2 and bonus $2 on 1905	8½ %	19½ sales
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,256,483	$435,236	$40 on 1905	12½ %	$350
SHIPPING.				$7,000	$365	$1 on 1906	6½ %	$15
China and Manila Steamship Company, Limited	30,000	$25	$25	$264,638	Nil.	$4 for year ending 30.6.07	10 %	$40 buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$96,988				
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $550,000 / 186,989	127,101	$1, for 1st half-year ending 30.6.07	6⅔ %	129 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	10,000	£5	£5	£60,000 / £270,000	£3 694	5/- for 1906 @ ex 2/2½=$2.14 per share	3½ %	$41
Do. do. (Deferred)	6,000							$29
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1½ for account 1907	12 %	Tls. 44 buyers
Do. (Preference)	100,000			£400,000			11 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871 / $65,000	472,370	Interim of 1/- (Coupon No. 8 for a/c 1907	4½ %	44/- buyers
"Star" Ferry Company, Limited	10,000	$10	$10	$32,957	$137	$1.00 / $0.50 for year ending 10.4.1907	4½ % / 4½ %	$24 buyers / $12 buyers
	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 / Tls. 410,479 / Tls. 62,000 / Tls. 81,200 / Tls. 30,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12½ %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	100	100	$450,000	19,218	$8 for year ending 31.12.06	8 %	$102 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1907	...	$10
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£15,000 / £84 398	£11,556	Final of 1/6 (No. 9) for 1907	7½ %	Tls. 15½ sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	£11,358	No. 12 of 1/-=48 cents	...	$8½
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$64,124	$10,335	$1.75 for year ending 31.12.06	21½ %	$15
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$150,000 / $23,152	$3,047	Interim of $2 for six months ending June 30th 1907	6½ %	$56 old
Do. do. new)	20,000	$50	$50	$30,000				$54 new
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$100,000 / $50,000	$491,580	$4 for 1st half-year ending June 30th, 1907	8½ %	$96
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 100,000 / Tls 190,100 / Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8½ %	Tls. 215 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	11½ %	$20 sales
Central Stores, Limited	50,129	$15	$15	$1,000	$9,178	$1.80 for 1906	13 %	$14
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 / $36,075	$10,925	$4 for 1st half-year ending 30.6.07	7½ %	$104 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$56,218	Interim of $3½ for half year ending 30.6.07	7½ %	$95 sales
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386 / $50,000	$11,567	80 cents for 1906	7½ %	$10½ sales
Kowloon Land and Building Company, Limited	6,000	$50	$50	none	$1,089	$2½ for 1906	7 %	$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493 / Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 %	Tls. 105 sellers
West Point Building Company, Limited	12,500	$50	$50	none	$1,519	Interim of $2 for half year ending June 30th	8½ %	$50 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000 / Tls. 23 976	Tls 8,807	Tls. 2½ for year ended 31.10.1907	4½ %	Tls. 57 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	$10	$10	$60,000	$14,269	50 cents for year ending 31.7.07	5 %	$10
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85 519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 51 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	...	Tls. 65 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 270 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$6½
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	3653	$3 for 1905	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$10½
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 58 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	36
Do. special shares	50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$115,000	$855	80 cents for 1906	8½ %	$9½ buyers
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000 / $5,000	$2,974	$1.30 for year ending 31.7.07	7½ %	$17 sales
Green Island Cement Company, Limited	400,000	$10	$10	$11,000	$10,804	Interim of 50 cents per share for a/c 1907	8½ %	$11½ sales
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$15,002	$2½ for year ending 28.2.07	11½ %	$21 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,953	.1 per share for year ending 28.2.07	6½ %	$15
Hongkong Ice Company, Limited	5,000	$25	$25	$105,000	$4,361	Interim of $4 for 1-year ending June 30th '07	9½ %	$240
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$65,000	$4,212	Interim of 80 cents per share for a/c 1907	8 %	$25
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 27,603	Tls. 10,374	Final of Tls. 7½ and bonus of Tls. 2½ making in all Tls. 32½ for 1907	9 %	Tls. 36/½ buyers
Peak Tramways Company, Limited	25,000	$10	$10					$15
Peak Tramways Company (new)	50,000	210	$1	none	$2,655	$1 per sh. or period fr. 1m 19th Oct. to 30th Apr. '07	8 %	$2
Philippine Company, Limited	67,500	$10	$10					
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. P. 34,324	None	...	$5 buyers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 7,990	Interim of Tls. 3½ for account 1907	7½ %	Tls. 107 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 / Tls. 8,000	Tls. 9,752	Tls. 4 for 1905	...	Tls. 45 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 50,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 60 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 %	Tls. 127½ sellers
South China Morning Post, Limited	6,000	$25	$25	none	Tls. 85,592	Interim of 15/- for account 1907 (9/d) / Interim of 11/3 for account 1907 (new)	... / ...	Tls. 335 buyers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	Dr. $41,934	None	...	$20 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	1478	40 cents for year ending 31.5.07	6½ %	36 sellers
Union Waterboat Company, Limited	50,000	$10	$10	Tls. 15,295 / Tls. 4,000	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 97
United Asbestos Oriental Agency, Limited	10,000	$10	$4	none	$349	First year	...	$11
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$35,000	$1,360	80 cents on 9,000 ord. shares and £3.80 on 100 Founders shares for y., end. 31.5.07	8 %	$10
William Powell, Limited	15,000	$10	$10	$300,000 / $25,000	$5,482	Interim of 30 cents for account 1907	7 %	$10 buyers
				none	$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$5 buyers

* These shares are entitled to half of the profits.

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MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "SALAZIE,"

Captain Ailland, will be despatched for MARSEILLES on TUESDAY, the 21st January, 1908, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *YARRA* ..... 4th Feb.
S.S. *OCEANIAN* ..... 18th Feb.

J. MILLET,
Agent.

Hongkong, 7th January, 1908. [14

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK
(With liberty to call at Malabar Coast).

THE Steamship

"JESERIC,"

Captain Thompson, will leave for the above Ports, on or about SATURDAY, 25th January, 1908.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 21st December, 1907. [1211

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th January, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 22nd February, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th December, 1907. [7

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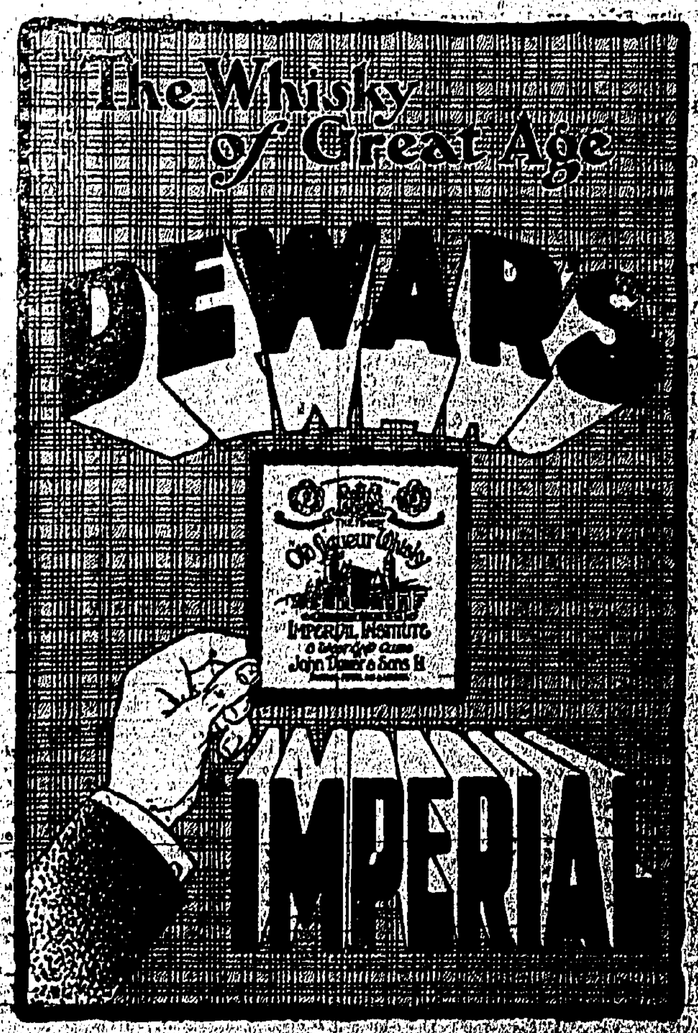
AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.



Sole Agents, BUMANN & BERBLINGER,
15, 16 & 17, Connaught Road Central. [84

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED IN 1881.)

NEW SERIES No. 5668 光緒三十三年十二月初七日 FRIDAY, JANUARY 10, 1908. 星期五 英歷正月十號 $13 PER ANNUM. SINGLE COPY, 25 CENTS.

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BIRTHS.

On December 28, 1907, at Shanghai, the wife of I. R. MICHAEL, of a son.

On December 30, 1907, at Shanghai, the wife of ALFRED LEON, of a daughter, stillborn.

On December 30, 1907, at Shanghai, to Mr. and Mrs. KENNETH MACKENZIE, a son.

On December 31, 1907, at Shanghai, the wife of WM. P. LAMBE, of a daughter.

On December 31, 1907, at Shanghai, the wife of HERBERT MIDDLETON, Shanghai-Nanking Railway, of a son.

On January 1 1908, at Shanghai, the wife of C. W. DE BERIGNY, I.M. Customs, Shanghai, a son.

On January 4, 1908, at Shanghai, the wife of FREDERICK D. CLOUD, Esq., American Vice-Consul-General, a son.

On January 4, 1908, at Shanghai, the wife of LESLIE H. GABB, of a son.

MARRIAGE.

On December 10, 1907, at Tsinanfu, Shantung Province, ADA, daughter of the late James Gilbert, Esq., Birmingham, England, to the Rev. WILLIAM P. CHALFANT, Pittsburgh, Penna, U.S.A.

DEATHS.

On the 10th December last, at Klang, Selangor, Malay States, FRANCIS WILLIAM DANBY, eldest son of Wm. Danby, of Hongkong, aged 35 years.

On December 28, 1907, at Shanghai, AGNES MARGARET WILSON, aged 10 years and 9 months, youngest daughter of Mr. and Mrs. George Cassie Wilson.

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, JANUARY 10, 1908.

THE WOES OF PROPERTY-OWNERS.

(4th January.)

It is common knowledge that the land sales in Hongkong during 1907 entirely failed to reach the sanguine expectations which were entertained when the Estimates were framed in the previous year. The drop in values and the utter apathy of those who had formerly participated in the land boom resulted in a very serious decrease in the Treasury returns, and not only that, but these influences combined to affect the sale of house properties which only a few years ago were considered to be a valuable and profitable investment for capital. There are many who have turned to account the all-round depreciation in property, and there are at least [illegible] causes which have undoubtedly contributed to the unsatisfactory state of the market. One of the favourite arguments of those who look for the reflection of the reduced damage of the property in the rates is interference of the Government. Although the last Valuation Ordinance, in respect of sanitary requirements, has proved so vexatious and costly that in order to comply with the letter of the law it has been found necessary to deduct a considerable percentage from the profits previously derivable to meet extraordinary expenditure. We need not refer to the much-discussed question of cubicles, beyond observing that the Government have in a measure admitted the claims of tenement owners to greater consideration than was originally contemplated. The high dollar which prevailed during the greater part of last year was also a factor in diminishing the rent-paying capacity of tenants, while the alleged exodus of Chinese to Canton and elsewhere may also have been responsible for a lowering in the returns of landlords. It is curious to note that Singapore has experienced practically similar conditions in so far as land and house property are concerned. In the annual circular issued by Messrs. Powell & Co., the well-known firm of valuators and auctioneers, it is reported that with respect to building allotments these have been quite unsaleable except at unprofitable rates. How far this is due to the plan adopted by the Government of granting only short leases we are unable to say, but we distinctly remember the campaign which was fought by the Press with the object of opening the eyes of the authorities to the fallacious idea that short leases would induce increased bids. When certain desirable sites along thoroughfares in close proximity to the water front were placed on the market, it was a known fact that several firms of standing and importance were prepared to consider the proposition to erect substantial and ornate buildings which would be a credit to Singapore and an evidence of the Colony's flourishing condition. But when it was learned that the leases offered were for the shortest possible periods that could be arranged, the firms which had been contemplating improvements calculated to enhance the amenities of the city naturally drew back, and declined to give the matter another thought. The consequence is that where there might have been a succession of massive, towering edifices in Singapore which would have compared with the business quarter of Hongkong there is nothing to be seen but a number of shop-house properties and a few vacant lots which stand as an eyesore to the residents. Messrs. Powell & Co., in trying to regain their natural buoyancy of spirit, remark that "some little comfort, however, may be derived from the reflection that the market might have been worse under the adverse conditions which have prevailed," but that is cold cheer for the property owners. We read further:—"The causes which have brought on the present depreciation, and which still appear to control the market, are said to be scarcity of capital, absence of a speculative feeling, reduced rentals, an unprofitable trade, particularly amongst the Chinese, excessive freights on produce to Europe, and alleged vexatious municipal demands in the matter of alterations and repairs to buildings. On account of the latter, many well-to-do Arab and Chinese residents have been deterred from purchasing anything in the shape of shop-house properties. Rents, too, have decreased in many parts of the town. Owing to slackness of demand and other causes, owners of business and residential properties in certain localities have had to reduce their rents 20 to 30 per cent., and in a few cases as much as 40 per cent. There are at the moment a good many European houses unoccupied, and of shop-house dwellings there are about six hundred vacant." One reason for the fall in prices is attributed to the depression in the Chinese bazaar, but it is believed, although this can only be a pious hope that, as in former periods of depression, things will gradually adjust themselves. Proceeding, the circular deals with the question on a wider scale and, takes a broader outlook of the situation. We quote:—"It is said that when our harbour and dock improvements have been completed, Singapore will see a largely increased trade which should lead to a steady demand for land and house property. It must not be forgotten that very substantial profits have been obtained from investments in land in Singapore, and it would be somewhat unreasonable to assume that further gains are unobtainable. The geographical value of Singapore, together with its shipping accommodation, cannot easily be surpassed. With rich countries such as the Malay Peninsula, Siam, Borneo, Sumatra, and Java lying adjacent to Singapore and capable of great development in planting and mining, the potentialities of the Colony, under a wise administration, are scarcely conceivable. The millions of dollars to be expended in improving the harbour and Tanjong Pagar Docks is strong evidence of the desire of the Government to further the welfare of Singapore and to make it a great and attractive emporium, as well as an efficient and popular dependency of the British Empire. Therefore, although the present set-back in land values is causing inconvenience and loss to many mortgagees and owners, there is apparently good reason to believe that higher prices will prevail again, but not so soon, perhaps, as might be wished for by those who are anxious to sell." These sentiments are all very fine and large, but we doubt whether the critical Press of Singapore will endorse the views expressed there. We need not enter into a consideration of the issues raised in the foregoing quotation for the simple reason that the shallowest discussion of their merits would involve the introduction of questions of far greater import than the annual report on land values. If there is any consolation for us in the report at all it lies in the fact that Hongkong is not alone in its tribulations.

TIPPING IN JAPAN.

For some years past, the Welcome Society of Japan, which was formed with the object of making matters easy for foreign visitors and affording them assistance in planning tours throughout Dai Nippon, has been steadily growing in importance as an agent, both social and commercial, between the foreigner and the Japanese. The exact value which has to be attached to its operations it is not for us to suggest, but its aims are unquestionably lofty and, to a certain extent, disinterested. From the Welcome Society we have just received a brochure of some fifty pages entitled "Useful notes and hints for travelling in Japan," and we are inclined to believe that some of the information imparted by the unsophisticated compilers of this work will interest Hongkong readers, even those who have no intention of making trips for Fujiyama. As a matter of fact a casual perusal of the pages of the guide-book reveals the fact that there was anything in the contents to attract special attention, until the eye caught a phrase which ran: "It is a common custom to give a small fee to the porter in such a case." Not an honorarium, mark you, but a fee, graduated, doubtless, according to the appearance of the traveller. That statement led to further investigation and we feel perfectly certain that readers will sing hosannas in praise of these who enlighten them as to what they should do when they get to the land of the cherry-blossom and the chrysanthemum. There are some niggards who cry out against the tipping system in England. People have even forgone the pleasures of the Engadine because of the alleged rapacity of the natives, from the guides to the muleteers and from the hotel boots to the hotel proprietors. But if the Welcome Society is to be believed—and why should the Welcome Society discredit the country which it has been formed to eulogise?—Japan is the country for tipping *par excellence*. If you are a stranger inquire the way of the nearest police station the loafer who answers you expects a tip for the shock to his system, and the policeman on the beat will call later to receive the gratuity to which he would have been entitled had he been on the scene at the time. But let us quote chapter and verse for all our statements, leaving the sagacious reader to make his own reflections and calculations regarding the cost of a trip through Japan. Having landed in Japan the visitor will probably go to a Japanese inn when travelling in the interior. He will carry sheets, blankets and pillows, and a store of canned provisions so that he may be certain of a meal (page 4), but of course, the innkeeper will expect to receive from one to three yen for the lodging and the meals which the traveller cannot endure, and should luncheon be required there will be an extra charge of any sum up to one yen. Now comes the interesting part of the story: "It is the custom in this country that travellers should give some extra money called *chadai* (tea-money), the amount of which is optional. But as this has caused much trouble to foreign travellers, a league has been organised by a number of inn-keepers with the intention of abolishing *chadai*. There are now inns where no such present is expected." But we are not told where those inns which practise the art of self-denial are to be found, and we are inclined to fancy that their habitat must be somewhere on the border of Nirvana. Generally speaking, the Japanese inn-keepers do not speak English, and consequently they are put to great inconvenience in guessing the requirements of foreign guests. Here follows (page 5) a perfect gem of a sentence: "For foreign guests, especially if single baths must be prepared, and special beds spread down using many quilts, or if they can not take Japanese food, it is quite reasonable, therefore, that certain extra charges are added to the bills of ordinary Japanese guests." Decidedly reasonable that the ordinary Japanese guests should pay for the inconvenience caused by the foreigners who will insist on speaking English, and demanding private baths, and padded shake-downs—if that were what the writer meant. But no, it is only another and more artful way of saying that the inn-keeper expects another "piecee" tip from the tourist, not from the Japanese guest. Then there are rest houses along the country roads. If the tourist thinks he would like to enjoy the scenery—but perhaps it will be best to quote from the Welcome Society's publication: "The traveller who rests and refreshes himself in those huts should not omit to give a small amount of money. At other rest-houses where travellers may rest for a little while, also some tea money should be paid, and in case some services for cooking, etc., are required, or rooms occupied for tiffin, they must pay a suitable charge." Tips all the time; the hand is eternally wandering into the pocket containing the small change. What happens, we should like to know, when the traveller refuses to be blackmailed by these mountain bandits? Do the people of the politest nation in the world lose their serenity of temperament, or do they simply offer to give a free exhibition of jiu-jitsu? There is a good deal of information of a general character which may interest the omnivorous reader. For example, a guide expects $4 to $4.50 a day, and all expenses paid; a coolie, or attendant, as he is called, will be satisfied with nothing less than two yen which is rather more than $2 a day. If a lady engages a female servant who happens to have passed through the higher standards of education, she must not refer to her as an *amah* or a "maid," unless she wishes to mortify her "companion." The cost of travelling is placed at from 20 to 25 yen per day, which would amount to something like $25 to $30; if the traveller is mean, miserly and willing to go second class he might escape for 18 yen or $20 at the lowest. On the railways the first class passenger is allowed to carry the enormous amount of one and a third pounds of luggage free of charge! There's a concession for you; the average amount allowed a traveller on English railways is only about a cwt., but if he carries more than that weight he is supposed to pay the difference, and he generally does—when he is caught. Those tourists who become members of the Welcome Society are entitled to certain privileges such as visiting Government institutions—but only noblemen, university professors, M. P.'s, doctors, editors, and lawyers are allowed to visit the prisons and penitentiaries. Now, what sinister design had the Japanese Government in view when it was decided to grant admission to these establishments only to such innocent characters as noblemen and editors?

ARE THE CAMERONS FOR KOWLOON?

(6th January.)

Hongkong may be comparatively poor in respect of matters likely to attract wide-spread interest—although recent events have given it an importance in Chinese affairs which is likely to prove permanent—but, at all events, there are few places to compare with it for the dissemination of rumours founded on the slightest sub-stratum of fact. For that reason, the report that the military authorities have been in communication with the War Office with the view of altering the plans under which it was proposed that the Cameron Highlanders should proceed to Tientsin may not be implicitly accepted until we have received some official statement on the subject. But this much may be said, the rumour or agglomeration of rumours is exceedingly circumstantial, although that may be said of the rumours which originate in the Far East. There is an artistic delicacy of treatment in the shading and framework of these irresponsible reports which could only come from years of practice and a keen perception of human nature. It is stated that since the arrival of the Camerons in Hongkong the question whether it is advisable to send a battalion which has just come from a sub-tropical climate to endure the hardships of winter in Tientsin, even before the ice has disappeared from the harbour, has been under the consideration of the headquarters staff. The cables which have been passing between Hongkong and London have, we are led to understand, emphasised the faulty—or perhaps, we should say the undesirability—of subjecting the troops to such a violent change of temperature as that originally contemplated when it was decided to transfer the Camerons from Pretoria to Tientsin, and the suggestion has been made that the Highlanders should remain in this Colony until the chill of winter has given place to the promise of summer in North China. As it is, the women and children accompanying the battalion are already wondering how they are to provide against the bleak weather which prevails in the North, and the foretaste which they have got in Hongkong is, naturally, by no means reassuring. The Camerons themselves would be the last to complain, but, if there is no actual necessity for their immediate transference to Tientsin why should they be needlessly exposed to climatic troubles? It may be submitted that there is no accommodation for a battalion of white troops in Hongkong, but a whisper is going the rounds that one of the Indian regiments stationed at Kowloon is to be returned to its native country, and there is no reason why the vacant barracks should not be placed at the service of the Scots. There are few who would not rather to see a section of the Highland Brigade installed on the peninsula in preference to those of our dusky fellow-subjects who have elected to bear arms for His Majesty. Not that the average Highland regiment is altogether a model of decorum, fashioned on lines which would be followed at a young ladies' seminary. On the contrary, the Highlander while he may be a perfect devil in warfare is by no means a saint in times of peace, as the records of Edinburgh will show in the case of the Black Watch, or those of Glasgow in the case of the Argyle and Sutherlands, or those of Aberdeen in the case of the Gordons. But then the Indian lines-men have been by no means immaculate in their conduct. Their encampment at Kowloon has not proved altogether an unmixed blessing. We need not dig up unfortunate incidents which are past and gone, but we may urge that the quartering of the Camerons on the opposite side of the harbour would not be calculated to lower the standard of life there. Moreover, now that Hongkong is extending its bounds, and the new Territories are being opened up, and there is a possibility of the railway to Canton being opened within the lifetime of the present generation, the question will arise whether another British battalion is not absolutely necessary to guard the important enterprises which are on the point of springing up. It is as unnecessary as it would be impolitic to venture further in this respect into the consideration of the arguments in favour of retaining white troops on the mainland, but we might add that the presence of a Scotch battalion in Kowloon might to a certain extent help to minimise the feeling of those who regard the 20 per cent. military contribution to the Imperial Government as nothing more or less than downright robbery. At all events, there is just a chance that the Camerons may be quartered in the Colony for a few months, a concession which would be appreciated by everybody.

THE PARI-MUTUEL IN JAPAN.

(7th January.)

As everybody knows, when our friends the Japanese decided to modernise their institutions they refused to have anything to do with half measures—it must be the whole hog, as the Tariff Reformers used to say before they were ignominiously routed at the polls, or nothing. It was only the other day that one of the legislative bodies in Japan seriously discussed the question whether Christianity should be adopted as the national religion of the Empire—the idea possibly being that it is easier to grab one's neighbour's goods under the cloak of Christianity than it is in the name of Shintoism—and to show how strong party feeling ran on the subject it is only necessary to remark that the proposal was rejected by a couple of votes. That is to say if one of the anti-Christians had remained at home for the day the voting would have been level, and it would have devolved upon the Speaker to decide whether Japan should subscribe to the Thirty-nine Articles or jog along in the beaten track of mysticism. The reforming zeal of the Japanese does not stop at religion, however; it is concerned with every form of life, every hobby, pastime and pleasure of the people, and the greater the delight manifested in the common amusements of the crowd, the greater the certainty of the authorities or a section of them that there must be something radically wrong with the constitution. If such things are allowed to continue. The people of the United Kingdom are not backward in proclaiming to the world their marvellous virtues, or, as Mr. Cecil Rhodes termed it, their "jingo" attitude, but even the whole pack of Cloud-land has been unable to prevent the Britisher from diving into the pockets of his fellows while playing some game of cards. Even the playing of the Ace of Clubs is not free from danger, and [illegible] evidences of human depravity the unfortunate thing is that the vast majority of mankind is so built that the game of offering or taking odds is a perpetual attraction. And so far as anybody can see it seems to be practically impossible to prevent betting or gambling on English racecourses. Not so in Japan. The "innocent pari-mutuel," which cannot cheat and has no conscience to disturb its impartial doling out of meagre winnings to radiant backers, the pari-mutuel, which is the *desideratum* of automatic gambling, has fallen under the ban of Mr. Yamamoto, the Chief Public Procurator of Kobe. Nobody dares to hint that Mr. Yamamoto has been playing the giddy game of life for all it is worth. Nobody has suggested that Mr. Yamamoto backed the wrong horse, or lost his pari-mutuel ticket, or found the bookie closed [illegible] and made up his losses [illegible] last race meeting at Kobe. As Chief Public Procurator, Mr. Yamamoto would do none of these things in public—although, of course, readers are notified to "has their doots," but the long and short of it is that Mr. Yamamoto has, after much consideration, arrived at the conclusion that the pari-mutuel is sharper than a serpent's tooth, a device contrived by His Satanic Majesty to steal away men's brains (or words to that effect), and Mr. Yamamoto has prohibited the sale and purchase of pari-mutuel tickets at the next Kobe race meeting, except under conditions which are so wildly ludicrous that even a cat might be pardoned if it laughed at their absurdity. Of course Mr. Yamamoto takes up a high and lofty ground—he speaks from a pulpit all the time, and he seems to be quite determined that if he has been proved a simpleton when it comes to picking out the winners, the operators of the pari-mutuel shall not benefit at the expense of others less careful of their money. The announcement that Mr. Yamamoto had decided to banish the pari-mutuel from the race courses over which he has a species of jurisdiction appeared first in a vernacular paper and was copied into the English Press in Japan. The *Kobe Herald* resolved to beard the Chief Public Procurator in his official residence and a representative of that enterprising paper, caught the gentleman with his leg under the mahogany, quietly conjuring up visions of the wrath to come, when racegoers had fully digested his scheme. The Procurator was evidently in a communicative mood—the mood of the righteous man who feareth no evil, etc.—for when he was asked whether or not the statement in *Yushu Nippo* was correct, he said that it was wrong in certain points. He had not absolutely prohibited transactions in pari-mutuel tickets. Proceeding to explain his position, Mr. Yamamoto expressed the opinion that if the sale of pari-mutuel tickets was permitted to be conducted at the January meeting of the Kwansai Keiba Club Kaisha under the same conditions as in November, much harm would be done, the great objection being that the tickets were sold to all who desired to buy. We thoroughly agree with Mr. Yamamoto as to the objectionable habit of the ticket sellers of demanding ready cash in return for their scraps of paper. Why should these not be given away like tickets for the soup kitchen? Moreover, why should the hoi-polloi be allowed to back the favourite when we have placed our money on it? Perhaps Mr. Yamamoto knows that bitter, mysanthropical feeling which comes over one when the whole crowd of betting men place their money on the horse which was to win a small fortune for us. But to return to the interview with Mr. Yamamoto: "Purchasers of these tickets, he went on, should have expert knowledge of horses, and their object in buying the tickets should be to reward the favoured horse, or rather its owner, thus encouraging horse-breeding, or to promote horsemanship by providing prizes for the jockeys. Again, tickets might be legitimately bought for the purpose of enhancing the reputation or value of a friend's horse. Conducted under such conditions, the sale of the tickets might be regarded as a mode of encouraging the improvement of horse-breeding." Mr. Yamamoto would convert the pari-mutuel into a philanthropic institution, and like all good citizens we wish him luck in carrying out his scheme, and shall be surprised if he succeeds. But surely the scheme of backing a horse or a jockey in order to enhance its or his value, without the hope of personal reward, savours somewhat of sharp practice. An owner wishes to sell a horse; he distributes largess among his retainers and friends, telling them to back his mount for all they are worth on the understanding that their losses will be repaid; the "expert" comes along, has his attention drawn to the favour in which the animal is held, and if he is not inveigled into making a purchase then the owner and his trainer should recognise that they are deficient in the great talent of hypothetical suggestion. Again the observations of Mr. Yamamoto may be submitted and his words will be received as pearls of great price. "If the tickets were bought simply on the chance of making a gain the practice would clearly tend to corrupt public manners and morals, being plainly gambling." With that dictum we are in full accord, having frequently noticed the disgraceful public manners of those who have backed a "dead cert" which has romped home last; while the morals of the ticket holder who has backed an outsider and won are usually far from perfect. "In reply to an observation by the reporter, Mr. Yamamoto admitted that it would be practically impossible to determine what would be the proper [illegible] [illegible] [illegible]

many firms are represented in the 60 per cent. trade?—Six or seven. And how many in the other 40 per cent?—Some 50 firms probably. Then these six or seven firms get a 5 per cent. advantage over the 50 firms who are outside. This will not unnaturally give rise to jealousy on the smaller firms—Yes. And is that feeling accentuated by the fact that out of these six or seven firms some are not English?—Some of them are foreign. How many?—Two. Is this 5 per cent. extra bonus a deferred rebate?—They get it at the end of the year conditionally on the terms of the agreement having been complied with. The point is, of course, that the inclusion of foreign mercantile houses among the six or seven firms benefiting by the rebate system is calculated to operate disastrously to British interests, particularly in the matter of trans-shipments, the object of the shippers being to retain the minor distributing trade as well as the main traffic within their own hands. Taking Mr. Shelford's evidence as a whole, the conclusion seems to be that the larger firms of exporting agents found it not less advantageous to accept the Conference proposals than it was to accumulate freights and charter vessels on their own account. While the small shippers, while they have grown in numbers, are inevitably at the beck and call of the Conference people, and have to follow the blazed trail willy-nilly unless they are prepared to be starved out of business. Another Singapore merchant, Mr. D. W. Lovell, who had spent 23 years in the sister Colony with the firm of Messrs. W. McKerrow & Co., which amalgamated with Paterson, Simons & Co., Ltd., last year, when he joined Messrs. Guthrie & Co., of which the Hon. Mr. John Anderson is head, gave unhesitating expression to his objections to the Shipping Conference. From the first, he said, he had been in opposition to the ring, but had been without the power to resist it. He proceeded to remark that he totally objected to the system of deferred rebates as a locking up of capital and a crippling of independent action, and he held the advantage conferred on the recipients of the secret bonus as being unfair to all other shippers. The shipowners interested in this monopoly were in a large measure foreign. He attributed to the Straits freight ring, among other things, a loss to Singapore of the handling of, roughly, about 60,000 tons of cargo. He thought that shipping facilities were best left free and unhampered, and he held they could have regular sailings without the conference system. At all events, Mr. Lovell was outspoken and definite in his views, but whether he and those of his mind will secure the sympathy of the Commission remains to be seen. The Commission is still far from having completed its labours.

QUICK CORROBORATION.

(8th January.)

Twice within the past few days we have been in a position to submit to our readers advance information on matters which will in all probability exercise a markedly vitalising effect on the future of the Colony. We do not refer, of course, to the publication of exclusive items of general news, because such may be regarded as commonplaces in these columns; but the report that His Excellency the Governor and Lady Lugard, accompanied by the Government House party, had decided to visit the neighbouring capital of Canton presumably in the interests of Hongkong as well as to satisfy the more prosaic taste for sight-seeing, and the news that the Camerons were to be located at Kowloon instead of having to proceed to Tientsin as originally contemplated, are of a character which very easily may influence the whole tenor of the Colony's life, and have an important bearing on the prosperity of those who maintain their belief in the future of the Colony. His Excellency Sir Frederick Lugard and party left Hongkong for Canton to-day by the Admiral's despatch-boat *Alacrity*, which flew the Governor's flag at the peak. We need not animadvert on the results which may possibly accrue to the Colony should His Excellency see fit to engage the friendship of the Viceroy on behalf of matters affecting the mutual interests of Kwangtung and Hongkong. The meeting could only be an informal one, but many a *modus vivendi* has been found under such conditions, when all hope of an understanding had apparently disappeared while the parties were in session assembled. At the present moment there are many questions of purely local interest—although they are none the less likely to be under the consideration of the Viceroy and his counsellors—that would be brought up at any meeting which might take place between the heads of the Governments of Hongkong and the Liang Kwang. Indeed, if it came to the point, we fancy it would not be difficult to unearth subjects which would not only prove of supreme interest to both administrators, but would keep them busily engaged for the better part of a month. We can only trust that the sojourn of His Excellency and Lady Lugard in Canton may be productive of good results, to be best appreciated in days to come. With regard to the Camerons, it will be seen that our report to the effect that the battalion was to be sent into barracks at Kowloon, in place of an Indian battalion which has been ordered to return to its native territory, has been substantially confirmed by the terms of Major-General Broadwood's orders issued yesterday. The wisdom of the military authorities in Hongkong in representing to the War Office the folly—and had the design been pursued, the absolute criminality—of requiring troops accustomed to the torrid heat of Africa to endure the freezing temperature of winter at Tientsin, cannot be too highly commended. Fortunately also, the War Office for once was not above taking a hint, or was it that the military people in Hongkong perfected their plans first and then courteously demanded that they should be adopted afterwards? In any case the Camerons are to be in Hongkong for some time now, which is entirely in accordance with the wishes of the residents.

SOME BRITISH CLAIMS FOR COMPENSATION.

Almost exactly two years after the riotous outburst which occurred in Shanghai in December, 1905, when foreign marines had to be landed in order to protect the European residents, and the volunteers had an opportunity of showing what they were worth, a special court was opened last month for the purpose of considering the claims of those who suffered at the hands of the Chinese rioters. To judge from the reports of the proceedings which appear in the Shanghai newspapers, the individual claims were heard and adjudicated in the shortest possible time. Had many of these self-same cases been submitted to Hongkong magistrates it is quite likely that they would have been settled with equal celerity, but it is certain that the proceedings would have been brightened by flashes of humour certain quaint appeals for compensation having been submitted. Apparently, however, Shanghai is devoid of humour—or was it that the court being held during the closing days of the old year, the Crown Advocate, who presided, and the lawyers were so busily engaged in contemplating their shortcomings during the previous twelve months that they had temporarily lost one of the saving graces of human nature? Who, for example, could restrain a smile when the well-known figure of Mr. W. Mesny appeared in support of a claim for a hat and a half-broken head? The hat, he informed the court, had saved his life—and yet the Crown Advocate had nothing to say about Scotch heads or wooden heads or, cracked craniums! He merely suggested that the damaged hat would be a very valuable curio, and of course we have no doubt it will be added to "Mesny's Miscellany." At all events he got $8 in respect of his claim—$6.50 for the hat and $1.50 for the half-broken head. A medical man, who seemed to think that he acted the part of a hero in the riot, presented a claim for 1,500 taels in respect of injuries and $139 for the loss of personal effects. In the row he received a black eye and badly-injured nose, but after applying lotions to the wounds he was able to attend to his patients. We hasten to add that it was not stated what he used for the discolouration of the eye or how long the rainbow effects lasted. It was clear that the doctor had no great idea of the damage he had sustained, until he saw the advertisement inviting sufferers to submit their claims, because it was only then that he began to assess the market value of a black eye and a broken nose. The unsympathetic court appraised the injuries at 50 taels and granted the full claim for personal effects. It hardly seems worth while to arouse suspicion in the mind of every respectable man and woman regarding the manner that one endeavours to enliven dull evenings if the recompense is to be whittled down to a matter of 50 taels. For one decent teetotaller who saw the medical man gallantly fighting against the hordes of riotous Chinese and upholding the honour and glory of the British bull-dog, there is certain to have been a dozen who saw him sneaking homewards with bloody clothes, his nose awry, and his eyes, or one of them at least, fast retiring from view. Now, what conclusion could these worthy lovers of the hearth arrive at under such circumstances?—especially when we remember how prone humanity is to jump to hasty decisions. One of the wisest of the many claimants appears to have been Mr. G. W. Davis, the custodian of the Shanghai Town Hall. After being battered by the Chinese he promptly decided to take a holiday for the benefit of his health. We are not told where he spent his vacation, but we know that it cost him practically $600, so that if he went to Japan he must have had a fairly interesting trip without being too parsimonious. He now asked the court to award him 1,000 taels in satisfaction of everything. The Crown Advocate took a kindly view of the case and decided that the claimant was entitled to 354 taels as an allowance, and $590 in respect of holiday expenses. So that the custodian of the Shanghai Town Hall will actually receive a greater amount in the way of compensation for the injuries he received than did Mr. Forbes Eadie, who was half killed and permanently crippled by fanatical villagers in the vicinity of Amoy two years ago. It will be noticed that taels and dollars are quoted indiscriminately; no explanation is offered why this should be so, and we can only make the suggestion that the question might form a light and pleasant post-prandial problem. The *Shanghai Mercury* had submitted a little bill against the Chinese Government, but at the last moment it was withdrawn. Now, what we want to know is whether that bill contained any insignificant item referring to the damages sustained by the gallant band of reporters—for it is perfectly certain that the heads of the editorial departments, like the commanders of brigades, pursued their investigations from behind well-shattered kopjes, in order that there might be no chance of an appreciative public losing their valuable services. The reporters, on the other hand, were out on scouting work, and if they had to fly in the face of providence and defy the rioters by making hot tracks for the Shanghai or Country Clubs so much the more chance of their being caught in the maelstrom and suffering untold damage, mentally, physically and financially. There does not seem to be a single claim from the representatives of the Press, so we take it that the fourth estate in the Northern Settlement is almost as modest and self-effacing as it is in Hongkong. Even the Y.M.C.A. was able to present a little account of some $4.10—the ten cents was a masterly touch which we unfeignedly admire—and what is better they got the money too, plus $2.40 for a registration fee. One gentleman demanded $36 for the ten of his personal effects and 1,000 taels for injuries. The first item was allowed *nem. con.*; the second was reduced by 900 taels. A considerable number of the claims, however, were passed without attention, including one of 150 taels as compensation for a broken tooth, a hat, a suit of clothes, a gold sleeve link, a Y.M.C.A. medal and cuffs. The gentleman who received a claim of that character to 150 taels must either be a philanthropist or the individual for whom Diogenes is on the prowl. The final sitting of the court appointed to adjust the British claims for compensation had not taken place when the last mail left Shanghai, but judging from what has already been reported and the awards allowed the aggregate amount of the bill to be presented to the Chinese Government for liquidation, so far as the British Settlement is concerned, should, in the circumstances, be considered comparatively trifling.

"THE RAKE'S PROGRESS."

(9th January.)

Nobody who follows the vagaries of the silver market can have failed to recognise that, although it may move in a mysterious way, it is usually governed by immediate influences which are perfectly plain to the initiated. The sudden rise in the value of the white metal, with the corresponding increase in the exchange price of the dollar, was of the moment inexplicable, but the telegram despatched by Reuter stating that Mexico had decided to mint new dollars was obviously one of the direct causes to which the upward tendency on the part of the silver currency had to be attributed. When it was decided three years ago by the aged administrator of the Government of Mexico, President Diaz, in consultation with his financial advisers, and on the recommendation of American and British financiers, that the republic should adopt the gold standard in order to end, once and for all the convulsed and irritating fluctuations in the value of the Mexican dollar, the first step taken in the direction of reform was to call in the silver dollars which were then in circulation. Part of the currency thus acquired went into the melting-pot and part was sold as specie to San Francisco and London. At that time, silver was in demand, and these two centres bought largely from the republican treasury, with the object of relieving the pressure in India and China. The Far Eastern Banks also took advantage of the Russo-Japanese war, even before the outbreak of hostilities, to ship large supplies of the token money to Manchuria where a highly profitable market awaited the successful merchant. But having come into line with the United States and European countries in the matter of calculating exchange on a gold basis, it was found necessary to provide a new silver dollar for the domestic requirements of the people of Mexico. A similar condition of things was brought about in Singapore and the Philippine Islands, when gold became the standard in these colonies. Accordingly, the Mexican Government minted what was deemed to be a supply of national dollars adequate to meet the exigencies of the people and the actual demands of trade. Within late years, however, Mexico under the firm and practically undisputed rule of the veteran President Diaz has enjoyed a period of unchecked prosperity entirely abnormal in the history of the country, with the result that the Mexicans finding themselves well provided with funds have been more and more inclined to devote an ever-increasing proportion of their substance to the pleasures of life. That meant that the ordinary currency requirements were quickly exceeded and that the dollars in circulation were soon found to be insufficient to meet the needs of the general public. Moreover, the expansion of the country by the development of railway undertakings which opened up vast tracts of virgin territory, the comparatively rapid growth of the population owing to the arrival of immigrants from the United States, the Latin countries of Europe and the Orient, increased the demand for the subsidiary coinage of the country by employers of labour, who in turn distributed the silver currency among the workmen. All these circumstances made it absolutely necessary that, if trade and business enterprise were to be encouraged, the Government should re-open the mint for the coinage of additional dollars, and therefrom hangs the explanation of the telegram which curtly described Mexico's intention the other day. But another factor has arisen which may, and probably will, have the effect of revivifying the importance of the dollar, so that it may approximate the standardised Straits coin. According to our usually well-informed correspondent at Canton, the Viceroy of the two Kwang Provinces, His Excellency Chang Jen-chun, has received a telegram from the Ministry of Finance at Peking requiring him to open the Canton mint for the coinage of one-tael pieces, with their fractional parts. Assuming that the Viceroy will follow the instructions of the superior authority—and public as well as personal reasons would incline him to obey the mandate with alacrity—this action would imply the re-entrance of China into the silver market as a buyer of the white metal, with the consequences we have indicated. The sharp recovery in exchange is undoubtedly due to the facts we have mentioned, and that this improvement is not considered to be of a transient character is apparent from the attitude of the Bank, which is now only too eager to sell bills forward, even as far ahead as June, we are informed. This is a decided change as compared with the state of affairs in December when the Bank refused to quote even for three days' forward contracts. The enhancement of the dollar rate has played havoc with importers, who are losing heavily as each day sees the advance in the value of silver, and already huge sums have been dropped through the wholly unlooked-for increase. One importer is stated to have already lost $50,000 on the exchange at which he had closed on the 3rd inst., and the end is not yet in sight. Should the rate continue to rise at anything like the same pace which marked its progress during the past few days his losses and those of other importing firms in the same line of business will run into lakhs of dollars.

THE VAGABOND AT LARGE.

Why any down-at-the-heels individual who has grown tired of anything suggestive of work should fancy he is entitled to aim simply because he has made a ridiculous attempt at tramping from one town to another—on a steamboat for preference—has always struck us as ludicrously amusing. For years residents in the Far East have been pestered by the attentions of swarthy ragamuffins who have concocted a first-class cock-and-bull story about wagers of thousands of dollars on which they will become entitled if they walk round the world in so many years, days, or minutes. We should like to have five seconds' conversation with the person or persons who "put up" the money, because, with the splendid exception of all the rounds the world tramps we have ever met have been able to show that they were absolutely certain of winning the wagers. All that seems to be necessary for the job is a scrapbook—which should easily be cajoled out of some simpleton of a stationer—a thick stick, and good strong muscles in the arms as well as the legs. Of course a wheedling tongue is a *sine qua non*, and the trampish mien the worse it is, the easier can accommodate itself to the least fastidious fare. Nearly all the alleged pedestrians who have crossed our path have been the living image of Weary Willy or his friend Tired 'im. Not one, although there may have been exceptions, that looked as if he had ever been in overwork, but that may be a gross slander, because most of them have been foreigners and with foreign labourers we have but slight acquaintance. This much is certain, that if ever they killed a fly or swung a hammer, or used a drill, or described parabolas with a pen-nozzle or did anything that smacked of real labour they kept it pretty well dark. Indeed, we have never found the slightest trace of callosity on the palms of any of the gentry who have favoured us with their company, and we feel the pulse as the Caucasian of Shakespeare designs to peregrinating at somebody else's expense at some time or another. So far as we can make out the traveller starts upon his peripatetic journeyings without any license of grace money sung in his honour. The last thing he has no luggage, or if he has he brings a wife along with him and if she can't carry everything—including his alpenstock—he commandeers a dog. That faithful animal is his daily solace. To it he commits all his hopes, aspirations and secrets; he trains it to evade policemen and to walk on board steamships—sailing ships are generally cut out of the walking hour, because the stowaway or free passenger on one of them has to pay his passage in elbow grease and sleepless nights, and the true wanderer has as great a horror of anything that smells of work as the devil has of holy water. And so by easy stages he finds himself in the purple Orient where there are more hard-headed and soft-hearted people than in all the rest of the world put together. By this time the dog is dead—a merciful release, but the harrowing tale that a really capable romancer can spin of the end of his leal companion is worth tons of money to him. Naturally, the first place the tramp makes for is the nearest newspaper office, for he is a firm believer in the value of a free advertisement. Unfortunately, newspapermen are extremely susceptible to tales of woe and it is only after the arch-deceiver has gone that they realise the value of expletives. The fact is that these beggars, "bums" and daylight bolgandi, recruited as they mostly are from the scum of the Continent, should be treated as the rogues and vagabond they generally are. Nobody wants them at any price; and that they should batten on the hard-earned money of honest folk who are deluded by a glib tongue and a meek manner is a disgrace to the community. They hardly dare to show their faces in Penang or Singapore, and it is high time they were debarred from Hongkong. They are nothing better than parasites and lick-spittles who would do anything rather than an honest day's "hard graft," as the Americans say. When they finish their five years' tour at the cost of the foolishly philanthropic, back they will come again on another five years' holiday, euphemistically termed a walking match. And a fine walk it is—from Naples, Genoa or Marseilles to Port Said per steamship, on to Suez, Aden and Bombay by the same method; across India on bullock waggons; Calcutta to Penang, Singapore, Hongkong and Japan per steamer again and so on to the United States where they are swallowed up in the crowd. The only walking they do is along office corridors in search of the nimble nickel—for they invariably use the lift—or round the billiard table when the audience has departed. If the Press of Singapore and Penang has managed to rid these Settlements of the globe-trotting tribe why should it not be possible to attain the same end here?

AN APPEAL TO BE HONOURED.

No more worthy object for the exercise of that wise and generous philanthropy which distinguishes the Chinese and European residents of the Colony, even in times of stress and general depression, could be presented than that to which attention has been directed by the Yaumati Hospital Committee. The appeal on behalf of funds was published in last night's issue. It is proposed to build a hospital for the benefit of the Chinese community in Kowloon, where no institution exists at present for the accommodation of the sick and ailing or for the treatment of those cases which demand attention in the casualty ward. The amount aimed at by the promoters of the scheme is $100,000, of which something like $65,000, the contributions of Chinese supporters, has already been collected. The hospital when completed will contain 220 beds, but for the present it is not proposed to proceed beyond the erection of the administrative block and the provision of 70 beds for patients, which is expected to meet the requirements for some years. With the sum of $100,000 it is calculated that the hospital can be built, and equipped and open free of debt, and the Committee rely on annual subscriptions to maintain the institution on a scale suitable to the needs of the peninsula. These are the main points which will be considered by those who feel inclined to acknowledge the appeal in tangible fashion. It is almost incredible that the people of Kowloon, meaning in this instance the native population of some 70,000, should have been allowed to muddle along without the means of furnishing the commonest help to the suffering or making the simplest provision for the alleviation of those who have fallen victims to the ordinary accidents which are continually occurring in daily life. The majority of people who live and spend their working hours on the island of Hongkong have generally but a faint conception of the marvellous strides which are being made in the expansion of Kowloon as a business and manufacturing centre and a residential area. They are vaguely aware that there are some benighted heathen who prefer to live against a barricade of godowns and landing wharves and they are also aware that there is a dock company, employing hundreds of labourers, and maintaining the reputation of the Colony for its engineering and shipbuilding powers, which has its premises situated on the edge of the water front. Occasionally it may occur to them that the Green Island Cement Works, with their numerous kilns and their increasing product which has gained for the company world-wide recognition, is another of the valuable assets which belong to the Colony, while the various small shipyards which line the coast may also at times attract the somewhat dormant notice of the real islander, whose views are bounded by the Peak and its environs and whose ideas of Kowloon are roughly merged in the general term of the New Territories. But a visit to Hongkong will speedily disillusion those who would depreciate the value and importance of the Colony's offshoot. The need of a hospital for this flourishing and widening centre of the arts and crafts of the Colony becomes all the more pressing when it is remembered that within a few years Kowloon will become the terminus of a railway system over which it is anticipated that thousands of coolies will travel. All these things, although they may come as a surprise to the city resident abundantly strengthen the appeal which has been made by the Yaumati Hospital Committee in favour of the proposal to establish a hospital on the mainland. As we have noted, the Chinese merchants in Hongkong have nobly responded to the call for subscriptions, which is quite in consonance with their usual attitude when claims for charitable purposes knock at the door. As a rule the Chinese are bombarded with appeals which are intended to benefit their compatriots and the British and foreign community alike and they have never failed to unloosen their purse-strings, even in cases which we could enumerate and multiply, when it was far from obvious that they would reap the very slightest benefit beyond the esteem and approval of their fellow-citizens. As a matter of fact it is the common practice, or rather was, for the collectors of subscriptions, no matter what the object may be, to call upon the Chinese notables, even before the European residents have been sounded, and it was seldom that they were forced to appeal in vain. The present appeal for funds is

FRENCH CONVENT HOSPITAL.

THE OPENING CEREMONY.

ADDITION TO THE COLONY'S BENEVOLENT INSTITUTIONS.

6th inst.

At the invitation of the Mother Superior and Sisters of l'Asile de la Ste. Enfance a representative gathering of leading residents—both European and Chinese—met at the grounds of the new hospital buildings this afternoon, where His Excellency the Governor, Sir Frederick Lugard, was to perform the opening ceremony. Owing to the strike of rickshaw coolies to-day the gathering was not as large or as thoroughly representative as it would have been, and there were besides many late arrivals on account of the difficulty of conveyance. Among those present were Sir Frederick and Lady Lugard, Capt. P. H. Mitchell-Taylor, A.D.C., Mr. A. J. Brackenbury, private secretary, Bishop D. Porteous, the Hon. Capt. Basil R. H. Taylor, R.N., Mrs. F. H. May, Rev. Fr. Roberti, procurator of the Missions Etrangeres, Rev. Fathers de Maria and Spada, Bro. Sylvester, director St. Joseph's College, Rev. Fathers of the French and Italian Missions, Conselheiro A. G. Romano, Dr. F. W. Clarke, Mrs. Ho Tung, Miss Hartshorn, Mesdames Volpicelli and Marty, Mrs. Berindoague, Dr. and Mrs. Justi and Mrs. Justi (Sr.), Mrs. J. J. Leiria, Mrs. A. J. Rozario, Mr. and Mrs. Sin Tak Fan, Mons. Soulange Teissier, acting Consul for France, Messrs. J. Orange, A. Bryer, A. H. Ough, Mr. Francisco Tse Yat and Mr. and Mrs. Ho Kai (Jr.)

A large matshed was erected in front of the new building for the accommodation of visitors. When all had been seated,

Bishop Pozzoni said:—Your Excellencies, Ladies and Gentlemen,—Before asking your Excellency to declare this building open, I am in duty bound to express my indebtedness to Your Excellency to permit of your name being associated with the first public ceremony by which "*Le Calvaire*" will henceforward be connected with the names of the established benevolent institutions of this Colony. Those whose duty impels them to work in the cause of the poor and towards the alleviating of suffering have received from the Government of Hongkong most sympathetic assistance. The Government, from the foundation of the Colony, has been represented by administrators who have uniformly shown an active and a kindly attitude towards every movement directed by charitable efforts. And in taking the part Your Excellency do to-day in this inaugural ceremony, you are maintaining a tradition which places those, who have to depend upon the friendly countenance and kindly support of the Executive, under a debt of lasting obligation. Through the favourable recommendations of a former Governor—Sir Henry Blake—the Secretary of State for the Colonies granted the site upon which we see this fine building reared to-day. During the administration of Sir Matthew Nathan the foundation stone was informally laid and building commenced. Within the first year of Your Excellency's government the building has been completed and awaits its formal opening this afternoon at your hands. So that the commencement and completion of "Le Calvaire" were carried over a period of three successive administrations from each of which the Sisters of l'Asile de la Ste. Enfance have received material encouragement from the Heads of the Government. I am asked by the Mother Superior to convey to Your Excellency her thanks for the assistance from the Government without which the erection of this new establishment attached to the French Convent would never have been capable of successful accomplishment. The cost of the building amounted to over $50,000, and the preparation of site and the cost of enclosing the grounds involved another $10,000. Friends of the institution, to one and all of whom I have to cordially thank on behalf of the Lady Superior, contributed a proportion of the cost. The balance the untiring efforts of the Superioress herself, during the sixteen years of her residence in Hongkong, seconded by the indefatigable labours of the Sisters of the Convent, aided by the proceeds of the sale of the orphans' own work, have helped in raising. At the same time I must not omit to mention Mr. James Orange whose firm has been responsible for the handsome building we see before us to-day. Mr. Orange and Mr. Mr. A. Bryer, and during their absence Mr. Mr. Ough, have been at considerable pains in seeing that, while a building was designed to meet all the requirements which such an institution called for, it at the same time harmonized with the architectural effects of the many palatial buildings of the Island. It would be a work of superogation for me to say that their achievement has been one of complete success. The French Convent building in the city has long since been found too small to meet the demands upon it by the class of Chinese women and children who seek comfort and admission within its portals. The increasing number of foundlings, the nature of their ailments in certain cases, the necessity for larger accommodation for the aged women, and healthier surroundings for the treatment of the sick have called forth the existence of "Le Calvaire." We rejoice at seeing it established on such solid foundations—firm in point of material solidity; firm in the continuity of the efforts directed in its behalf for the assuaging of suffering humanity; and firm also by reason of the goodwill which supports it in fulfilling the beneficent functions for which it has been designed. With this key I will ask Your Excellency to have the goodness of opening the door of "Le Calvaire." (Applause.)

His Excellency said:—My Lord Bishop, Lady Superioress, Ladies and Gentlemen: Before I proceed to open the door with the key which has just been given to me by Monseigneur, I would like to express the pleasure which I feel in being called upon to assume this duty to-day. We have heard the story of the completion of this institution, and I have great pleasure in offering my congratulations to you all on at last entering into the fruition of your labours, seeing that the building is completed for which you have waited so many years. I am called upon to assume this pleasant task this afternoon because I occupy the position in this Colony of the representative of His Majesty, but, Ladies and Gentlemen, I feel that it is a great and personal pleasure to know that in some small direction my name should in the future be associated with this building, as having the good fortune to open it. You know the nature of the work carried on here. I am sorry I could find no later statistical records than 1906. In that year some 1,400 patients were taken in and some 40 per cent cured. Of Chinese adults admitted to the hospital there were about 100 in addition to the out-patients; the old, the destitute, women and children, the lame and the blind. Some 170 Chinese orphans are maintained and educated, mostly, of course, foundlings received by the institution. There is also a school for European children, mostly Eurasian and French, with an average of some 70 pupils. That the work has increased is evidenced by the fact that a new building has been called for, which is being opened to-day. That the Government supports and cordially approves of the work is evidenced by the grant to the Convent and the grant of this site. I should like to congratulate you specially on the site you have chosen. I think that both for the ladies who are engaged in daily toil here, and for the pupils and foundlings, this pleasant outlook around us, with the unique view of the sports going on, the races, and all the festivities showing the joyous side of human nature, and with, I am glad to say, considerable area for a playground, there should be a great improvement in their physical condition, in their health and in their cheerfulness, in contrast with those who occupy buildings looking into dingy Chinese streets. I would like to add my congratulations also, to those which his Lordship the Bishop has already bespoken on your behalf, to the architect, Mr. Orange. I think we can all look on the building with thorough satisfaction, and as being a credit to Hongkong, from an architectural aspect, from the way he has adopted the surroundings, and from the site. I had the pleasure of going over the building before it was completed and it seems admirably adapted inside for the purposes for which it is required. I have nothing more to say except one word. That is, ladies and gentlemen, that I think when we, who are engaged in the business and the work of the outdoor world, come for a moment into this house of charity and of good work, that we should learn something and profit by the lesson. When we consider that day by day and year by year these ladies and these Reverend Fathers are ceaselessly engaged in trying to alleviate suffering, and in trying to better the prospects in the future of what I may call the flotsam and jetsam of humanity; the waifs, the strays, the blind the halt, the maimed, and the most unpromising material, I think we can say that it is good for us occasionally to be here (applause).

As souvenirs of the occasion, the Mother Superior requested Their Excellencies' acceptance of two little silver trays on one of which was inscribed the following:—

Souvenir
of the opening of the new buildings at Wong-nei-chong of the Asile de la Ste. Enfance by Their Excellencies Sir Frederick Lugard, K.C.M.G., C.B., D.S.O., Governor of Hongkong, and Lady Lugard, January 6, 1908.

With the silver key H.E. proceeded to open the door and the party, led by Their Excellencies, followed on an inspection of this splendid addition to the benevolent institutions of the Colony. After tea and cake, which were served in one of the wards, the ceremony concluded.

THE BUILDING DESCRIBED.

The grounds were formerly used as a Chinese cemetery some forty years ago and were granted by Government in 1903. The bones of the dead were exhumed and delivered to claimants at the cost of the Convent. The site covers an area of 91,000 square feet. The foundation stone was laid in the middle of 1904. The building was erected by Messrs. Leigh and Orange and may be described as of the early Gothic style. With the exception of the staircase in teak and the windows the construction is finished in non-inflammable material, being built on steel joists with concrete floors with glazed Deep Bay tiles.

Ascending the staircase and facing it on the first floor is the sitting room on the left and a similar room which may be used as a sort of an office on the right. Telephone connection is installed in this room. The easterly wing on this floor is divided into three wards capable of accommodating 12 cots each. In one of these wards little Chinese infants already occupy the swinging cots. The sister in charge occupies a small room at the N.E. corner, the bath-room and lavatories being at the back. The other, or western wing, is given up for one large ward for adult patients, and already eighteen beds are orderly arranged in this ward. The disposition of the bath-room and lavatory arrangements are identical in each wing. Ascending the steps to the second floor the plan adopted on the floor below is carried out on this in the same manner. The temporary chapel occupies the right wing, while the left can be used as a refectory for the time being. The third floor is given up as to one section entirely to a laundry and as to the other for an adult ward, the little room overlooking the hillside being set apart for a drying room. The iron chimney of a stove on the first floor runs up the height of the three floors and in this way supplies the requisite heat for the drying rooms. The stove is a compact cooking range of the Waldorf type and is in the kitchen which is also provided with six glazed troughs on iron stands. The floor and walls of the kitchen are of tesselated tiles. Verandahs are provided all round the building.

In a little detached building at the far corner of the grounds are the Observation Ward and the Mortuary, the latter provided with tables of white glazed tiles.

A monument in the shape of a massive granite cross with the figure of the dying Saviour, almost life-size, is erected on the grounds to the memory of the late R. C. Bishop Piazzoli. The figure is executed in bronze and is a splendid replica of the famous French artist's (Bouchardon's) original in Paris. The monument has the following inscription:—

O Crux
Ave
Spes unica
A la memoire de l'Illustrissime et Révérendissime Seigneur L. M. Piazzoli.

On one side of the base is engraved the following:—

Et ego, si exaltatus fuero a terra omnia traham ad meipsum.

On the other:—

Christus vincit.
Christus regnat.
Christus imperat.

The extensive grounds will be laid out into flower beds on the first terrace and a vegetable garden on the lower terrace.

Dr. Karl Justi is medical attendant to the Convent and, as already stated, Mr. Orange, the architect. To both these gentlemen and their partners, the Rev. Mother Felecie was profuse in her appreciations of their valued and disinterested services.

PORT OF VLADIVOSTOCK.

NOTICE TO MARINERS.

The Captain of the Port of Vladivostock notifies the following:—

All vessels making for Vladivostock should steer for a position 10 miles south (true) of Askold Island Light. Thence steer for Cape Elagina, until 3 miles from that point. Then steer for Cape Kocheleva but do not approach it within one mile. Having rounded Cape Kocheleva and Askold Point at a distance of one mile, steer north (true) for 2 miles. Then haul up for the centre of the channel between Skrypleff Island and Cape Basargina.

Askold Island should only be made in clear weather, and the approach to Vladivostock should only be attempted during daylight, so as to avoid floating and submerged mines. During winter special care must be taken to give ice a wide berth, as mines are likely to be attached to it.

From observations made at Vladivostock and information received from Japanese sources, it would appear that the Japan Sea is not yet clear of floating mines.

Pilotage is no longer compulsory, after the 15th January, 1908. But any vessel wishing for a pilot can obtain one at Askold Island.

WATER POLICE CONCERT.

AT TSIM-TSA-TSUI.

Last Saturday night the officers at the Water Police Station held their annual smoking concert. There was a large attendance—every table in the temporary shed erected for the occasion was occupied—and a most enjoyable evening was spent. The station wore a gay and lively appearance. Large Chinese lanterns were hung from the trees along the narrow pathway leading from the street to the station yard, whilst from the fanlight of the building "Welcome" shone out in bright letters. The concert room and its approaches were tastefully decorated with bunting and evergreen, the whole having a charming effect. From the walls amusing placards telling of a policeman's worries, his troubles and his duties, were to be seen, while immediately over the stage was a large shield bearing an assortment of weapons.

Precisely at half-past eight o'clock the chair was taken by Inspector J. H. Kerr, and the programme, which proved to be a lengthy and varied one, was opened. The vocalists and instrumentalists each gave a good account of themselves and every item was loudly applauded. A special word must be given to Mr. Clarke for his lightning sketches illustrating the story of "The House that Jack built," which were capital. Mr. Hutcheson's "Would you mind passing the salt" created much fun, whilst Mr. Leckie was, as usual, bubbling over with humour. The programme is appended:—

PROGRAMME.

PART I

Overture	Piano	Mr. Atkins
Song	'The Gondolier'	Mr. Jury.
Song	'The Dandie'	Mr. Leggett.
Song	'When I woke up in the Morning'	Mr. Leckie.
Song	'To-morrow will be Friday'	Mr. Raybaud.
Song	'The Whistling Coon' and Dance	Mr. Gegg.
Song	Selected	Mr. Clarke.
Oboe Solo		Mr. Titmus.
Song	'The Music Teacher'	Mr. Carter.
Song	'Where the Silvery Colorado wends its way'	Mr. Williams.
Song	Selected	Mr. Gates.

PART II

Cornet Duet	Messrs. Stedman and Bristow.	
Song	Selected	Mr. Pelling.
Song	'Daddy'	Mr. Harwood.
Song	'They parted on the Shore'	Mr. Clarke.
Song	Selected	Mr. Leckie
Song	'The Storm Fiend'	Mr. Raybaud.
	Coon Song and Dance	Mr. Gegg.
Song	Selected	Mr. Leggett.
Song	'Would you mind passing the salt'	Mr. Hutcheson.
Song	Selected	Mr. Jury.
Song	"Items of the Day"	Mr. Leckie.

God Save the King.

The committee, responsible for the success of the "smoker" were:—President and Chairman, Mr. J. H. Kerr; Secretary, Mr. G. Bird; Committee: Messrs. Sutton, Jackson, Cayrill, Langley, Clarke, Irvine, Mundy, O'Connor, Edwards, Wilden, Davis, Gallager, Garner, Hedge and Pincott.

A WONDERFUL TOW.

Mr. Reginald Bate, F.R.G.S., late of the Royal Navy, writes from Newchwang to our Tientsin contemporary, the *China Critic*, as follows:—I have read with considerable interest the account of the recent tow from Vladivostock to Shanghai, and therefore think that perhaps the following account of the erstwhile flagship H.M.S. *Grafton*, and the difficulties, etc. which beset her when acting as tug for the dredger *St. Enoch* from Singapore to Weihaiwei, may prove to be of some interest, if it only shows one of the multitudinous duties which fall to the lot of the Navy on foreign stations.

As a preamble, I would point out that after Weihaiwei had been leased by the British Government, and also after the surveys made by H.M. surveying ship *Waterwitch* had been completed, it was found necessary that a good deal of dredging should be done in Weihaiwei in order to fulfil the purposes for which it was required, and to this end the Admiralty instructed the *St. Enoch* dredger to be despatched to the China station.

The dredger was successfully brought across the Indian ocean and we were sent to Singapore to await her there and after waiting for a few days at that port the news came that the dredger had left Penang. Of course I need hardly point out that a 1st class cruiser is not the ideal form of tug-boat, and it therefore considerably taxed the ingenuities of the captain and commander to devise suitable means; but needless to say, the means were found and as it afterwards turned out a very excellent job was made of it.

The captain at the time was Capt. F. W. Fisher (now a Rear-Admiral) and brother of the famous Sir John Fisher, and the Commander A. W. Ewart, afterwards H.B.M.'s Naval Attache at Berlin.

The result of all the planning, etc., was that we were successfully converted into a tow-boat and ready to take the dredger in hand as soon as she arrived, which she did on the 29th Dec., 1898, and at 4 p.m. we proceeded from Singapore on a passage to Hongkong. We had hardly got from under the lee and the land when we were met by a regular duster from the N.N.E. which increased in severity to such an extent that we were forced to rig out oilbags on both quarters on the 1st of January in order to relieve the dredger, which was labouring very heavily, so much so in fact that, even from the after bridge, we frequently lost sight of her when she was in the hollow of a wave.

From the 2nd of Jan. to the 3rd we only made good 34 miles, which shows how bad the weather was, and from the 4th to 5th of Jan., we made good but 17 miles, a poor performance for a 20-knot ship.

The weather held bad for the rest of the week and the result was we had to take refuge in the now famous Kam Ranh Bay on Sunday, the 8th, and when the dredger was brought to we found her and her crew in a very weather-beaten state and almost out of all food, as they had of course expected to be in Hongkong long before this.

Well, we did what we could for them and after the wind moderated, which it did during the night of the 8th we got ready for sea and continued our journey to Hongkong, arriving there on the 13th. We immediately sent the dredger into dock for inspection and found that she was in a very strained state and there was no less than 4 feet of water in her engine rooms; and we also found that she had *not been able to have a fire going in any* of the boilers for the last 2 days for her trip. The trip from Singapore to Hongkong thus took over a fortnight and the Hongkong authorities were very anxious as to our whereabouts.

The repairs that had to be made to the dredger were so extensive that it was not until the 23rd of February we were able to proceed for Weihaiwei at which place we arrived on the night of the 1st of March having successfully towed the *St. Enoch* into harbour in a heavy fog. The next morning the Admiral complimented Capt. Fisher on the seamanlike way in which the long tow was carried out and the lieutenant that was in charge of the dredger got his promotion to commander at a very early date.

SEVENTEEN private chair coolies were captured in a gambling raid, executed by Sergeant Small, at the Peak, last Friday night. The coolies were found in the servants' quarters of 127 Plantation Road. They were charged at the Police Court on Saturday forenoon when each one had to pay $5 each for the night's entertainment.

MASONIC DANCE.

AT THE CITY HALL.

4th inst.

Despite numerous dances that have been crowded into the past week or so there was an excellent muster of members and guests at the monthly Masonic dance held last evening at the City Hall. In fact, it is a great compliment to the management, that whatever other attractions are on, these sociable dances lose none of their popularity. All the arrangements, as usual, were carried out in an able manner. The floor was in excellent condition, and the ball room was artistically decorated with flags and nautical trophies. Just at present it is difficult to secure a band competent to execute dance music. This difficulty has been particularly noticeable at several of the prominent balls held recently. Last season the Scottish Masonic Quadrille Association practically discovered the Machado String Band, and they have since been recognised as one of the most desirable adjuncts to a successful dance. Last evening though they were under contract to appear at the Masonic dance the committee waived their claim, and their place was taken early in the evening by another string band, but it was hardly up to the high standard that is usual at these assemblies. However, the band was augmented later in the evening by the regular orchestra and the music was then delightfully rendered. Great credit is due to the able and experienced manner that Mr. McLeod, the senior M.C., watches over every interest of the dancers. It is proposed that the next dance to be held on February 7th shall be the annual regalia ball, and it is expected that the District Grand Master of Scottish Freemasonry in Hongkong and South China, who is president of the association, will be present.

A DESPERATE BURGLAR.

BRUTALLY ATTACKS TWO MEN WHEN CAUGHT.

4th inst.

The story of a burglar's desperate struggle to evade capture—a struggle which would, perhaps, have cost the life of one man, had not the police arrived in time—was told to Mr. F. A. Hazeland, in the Police Court, this morning, when the accused—Lau Hop—came up for trial. On a table in the court-room stood four metal water pipes, an umbrella and a heap of clothing, the stolen goods; and a pick-lock, an instrument closely resembling a full-sized sack needle, which accused used so effectively during his struggle for freedom. Sitting on a bench, close by were the two prosecutors, who seemed to be suffering agonies. One of them—Ho Chau, a shop coolie—had his head entirely bandaged, covering gashes about the forehead and above the right eye. The other—Ho Chun, a cook—who had the palm of his left hand penetrated by the pick-lock, carried the arm in a sling. His head also was bandaged.

The prosecutors are in the employ of a merchant named Chan Wai, who conducts a business at 69, Des Vœux Road West. Early yesterday morning Ho Chau, the shop coolie, was aroused by a strange noise coming from the rear of the shop. Getting quietly out of bed, he went to investigate. From the store room he saw the back door wide open and a strange man searching one of the rooms. Creeping noiselessly up to the man, Ho Chan watched his opportunity and then sprang on him. Taken unawares, the intruder went down, but he was up in a second, and, shaking off the *fokis*'s grip, he pulled out the pick-lock from his pocket and jabbed him several times on the head. With the blood streaming down his face and suffering untold pain as each drive went home, Ho Chau pluckily hung on to his assailant and cried out for help. Ho Chun, the cook, who slept on a bed alongside that of Ho Chau's, heard the cries and went to his comrade's assistance. The struggle by this time had been transferred to the backyard. Rushing thither Ho Chun tried to throw the burglar, who, stabbed him twice on the head. Raising his left arm to prevent a further onslaught, the thug drove the pick-lock through the palm of his hand. Having practically rendered both men *hors de combat* the burglar sought to escape, but the two men pounced on him again, and called for assistance. Their shouts were heard by a policeman, who appeared on the scene, and took charge of the man. The *fokis* were later taken to hospital to have their wounds treated. Accused, it seems, reached the rear of the building by climbing over a wall, about five feet high. He then procured an old wooden tub to stand on in order to reach the lock of the back door. Under this tub was later found the property inbove-mentioned, which goes to show that he had already entered the building and secured the things and was returning for more when he was attacked.

Accused, this morning, had to answer two charges of assault causing bodily harm and another of burglary and theft. He denied them all. "I came to Hongkong on Thursday night last," he said. "I came here to look for work—not to steal. If I am guilty I'll cut my throat with a razor!" He was found guilty, nevertheless, and was sentenced to three weeks' hard labour on each charge, making nine weeks' imprisonment altogether. He was also ordered to be exhibited in the stocks for six hours. Accused will be deported at the expiration of his sentence.

THE TUG "ENGINEER."

SAFE ARRIVAL AT MANILA.

We understand that the Hongkong-built sea-going tug for the Philippine Military authorities has safely arrived at Manila. As reported by us on 31st ult. the *Engineer* left that morning for the Philippine port in charge of a Chinese master and native crew. It speaks much for the sea-going qualities of the *Engineer* when the tug was capable of negotiating the journey in a few hours over three days from Hongkong. There is not any doubt that her speed trials will satisfy the severest tests of the American maritime laws. The new tug is a decided acquisition to the Engineer Corps of the U.S. Military authorities in the Philippines.

TAM TUNG, an unemployed barber, deserves a medal for his impudence. While strolling down Aberdeen Street at about three o'clock last Friday afternoon "looking for work"—that's what he says—he noticed a quantity of new clothing hanging out to be aired from the first floor verandah of house No. 57. Tam thought for a while, took his bearings, and disappeared. In about five minutes' time he returned carrying a long bamboo pole across his shoulder. Regardless of the number of persons in the street, Tam hooked down from the clothes line two jackets that took his fancy. These he examined very carefully, as if looking for a rip, and, finding none, he put them both on over the dirty one he was wearing, and with an important look about him, walked away. It was not on Tam, after all the trouble he had gone to, that the owner should have seen his jackets leaving the clothes line while he was combing his hair in his room. Dropping the comb and brush he pursued the thief and captured him. Tam was in the Police Court on Saturday morning. He is not now doing three years' penal servitude, neither was he fined, as the sentence passed by Mr. C—— was:

AN OLD INSURANCE CLAIM.

THE MATTER SETTLED.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master, made application to his Honour Sir Francis Piggott (Chief Justice) at the Supreme Court, last Monday, for judgment to be given on his behalf in the matter of arbitration between Kwong Tung Chuen and the London and Lancashire Fire Insurance Co., the Corporation of the Royal Exchange Assurance Co., and the North British and Mercantile Insurance Company.

This arbitration was the result of a claim sent in by Kwong Tung Chuen to the insurance companies demanding payment on his policies for the loss he had suffered in having his firm gutted by a fire. The insurance companies refused to meet the claims on the ground that certain articles which had been mentioned by Kwong Tung Chuen in his statement of claim were not in the building at the time of the outbreak. The matter was then put to arbitration.

Mr. Pollock, who represented the insurance companies, briefly outlined the facts of the case. He said that Mr. A. R. Lowe and Mr. H. A. Lammert were appointed as arbitrators in the matter and they found as a fact that certain articles which Kwong Tung Chuen had deposed to as being on the premises at the time of the fire, was not there. It would also be remembered that the arbitrators did not go into the question as to whether that was a matter of fraud—that omission—and the Court on the 7th May made the order for the trial of the issue. He pointed out that there was a clause at the back of every policy to the effect that should any false statements be made the claimant would be debarred from recovery.

Judgment with costs was given accordingly.

THE SHANGHAI SOCIETY OF ENGINEERS AND ARCHITECTS.

MESSRS. ARNHOLD KARBERG & CO.'S NEW BUILDING.

The *N. C. D. News*, of 30th ulto., says:—Members of the local society were the guests of Messrs. Arnhold, Karberg & Co. on Saturday afternoon last, when they were afforded an opportunity of inspecting the new reinforced concrete building in course of erection for the above-named firm at the corner of Szechuen and Kiukiang Roads. The party was conducted over the building by Mr. R. Lemke and Mr. W. Carter of Messrs. Arnhold Karberg & Co. and Mr. G. W. Philips, the engineer in charge of the work.

The form of reinforcement in this building differs materially from that employed in the Telephone Company's new building, and it was in this respect more particularly that the visit—by comparison—proved so interesting to those members who had visited the Telephone Company's building a few months ago. Whatever advantages either system may possess, such visits can only be of the greatest assistance to the Society in its fundamental object, viz:—the general advancement of the science and practice of engineering and architecture in all their branches.

After a complete inspection of the building operations in progress, amongst which might be mentioned, the laying of the floor of the seventh storey, from which a good view of the surrounding buildings was to be obtained, the party adjourned to the first floor, where refreshments were kindly provided. Here the President, Mr. H. King Hiller, on behalf of the Society, proposed a hearty vote of thanks to Messrs. Arnhold, Karberg & Co. for the privileges of inspecting the building, and this was briefly acknowledged by Mr. Lemke.

The new building is to be seven storeys in height and covers an area of 102 x 76 feet, first floor being intended for showrooms, the remainder for offices. The building generally is of skeleton construction, which has the advantage of giving a monolithic structure and consequently great strength and rigidity—coupled with a minimum of weight—as the walls being entirely supported on each floor are made very light. The foundations are of reinforced concrete throughout and cover about 75 per cent of the total area. As in the case of the Telephone Company's building no wood is used except for window and door frames. The chimney for lighting and heating plant is of concrete, as also the stairway. There will be two electric elevators. Tubes for electric wires are embedded in the floors, which will be covered with tiles or other covering to suit the purposes for which they are required. The floor slabs are carried out to form concrete cornices and also to provide fire escapes outside the building.

The reinforcement throughout the building is supplied by the "Kahn" Bar, made by the Trussed Concrete Steel Co. of Detroit, U.S.A., whose representative, Mr. A. W. Philips, is in charge of the work. The "Kahn" Bar is made of a special grade of medium open hearth steel with an elastic limit up to 42,000 lb. and an ultimate tensile strength of 70,000 lb. The cross section is diamond shaped with two horizontal flanges or wings, projecting at the opposite corners. These wing portions are sheared up at intervals and bent so as to make an angle of forty-five degrees with the main portion of the bar.

The rate of progress in construction up to the present has averaged one storey each three weeks. The architect for the building is Mr. Walter Scott.

JAPAN.

THE ECONOMIC SITUATION.

Tokio, December 29.

There is every prospect of the economic slackness that has characterized the past year continuing into the New Year owing to the inactivity of foreign trade as a result of the recent crisis in America, which is hampering the silk trade, and of the fall in silver which is hampering the China trade, *especially in cotton*. To some extent, however, the excellent rice and barley crop will counteract the depression. The new duties on articles of consumption are not likely to affect the situation materially.

Economic circles have their misgivings, but circumstances cannot be said to warrant extreme pessimism.

THE DIET.

The Diet was opened yesterday and immediately adjourned for the recess which lasts until January 20. The speech from the Throne emphasized the fact that the Anglo-Japanese Alliance was in a stronger position than ever.

THE ATTITUDE TOWARD CHINA.

Japanese publicists anticipate that China will constitute the burning question of 1908. A reconstruction of Japan's policy toward China is considered necessary as China is misunderstanding Japan, and also misunderstanding herself.

THE EMIGRATION QUESTION.

The Oriental Colonization Company will materialize in 1908 under a Government guarantee and is expected to remove to Mexico and the Isthmus of the Pacific 40,000 Japanese.

KOLANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 17th December, 1907.

Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Bowra, A. F. Gardiner, Huang Ts'an-chow, W. Kruse, S. Okuyama, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

The list of persons qualified to vote at public meetings of ratepayers was read and approved.

The tenders for the 1908 night soil contract were opened and considered. Subject to satisfactory references being given, the tender of Ong Bong Kak for $2,000 was accepted.

The Superintendent of Police reported the following cases have been dealt with at the Mixed Court since the last meeting:—Summonses: Allowing pigs to stray 4, Contempt of Court 1, Assault 3, Quarrying stone to the danger of the public 1, Breach of contract 1, Throwing rubbish into public drain 2, Debt 1, Summary Arrests: Theft 7, Committing a nuisance 1, Manslaughter 1, Breach of sampan regulations 1, Breach of slaughter house regulations 1, Buying meat for human consumption well knowing it to be unfit for human food 1, Attempting to obtain the Municipal Seal to meat not slaughtered in the Municipal slaughter house 1, Being in possession of stolen property 1.

(Signed), W. H. WALLACE,
Chairman.

By order,
C. BERKELEY MITCHELL,
Secretary.

MAIL DAY.

A band plays in our square on every Friday morning, and as we listen to its cheerful strains, we smile to one another and remind ourselves that it is "Mail day." All over England, wherever there is some family party in which an empty chair is kept sacred, or some beloved face is missing, or a well-known voice is silent; wherever, in short, there is some close connection with Eastern lands, Friday is the day which brings these "Absent Friends and Dear Ones" into a closer grip once more. And wives and mothers sit down with a dreamy smile playing about their lips, and a faraway look in their patient eyes, to write the weekly letter to those who are living their life of loneliness and exile across the dividing seas, since mail day has come round again.

The very words are fraught with intensity of meaning. This is no note that can be scribbled off in a couple of minutes, consisting of a few graceful sentences fluently expressed; picture-postcards are at their best unsatisfactory; and telegrams are out of the question altogether. There is nothing, in fact, that will serve the purpose but large, thin sheets of notepaper, an easily flowing pen, and—solitude. And where is this solitude, so essential for such a purpose, to be found? It is not easily found,—and may be it is impossible to find it anywhere. And where such is the case, the tired wife sits down amidst her little family of noisy boys and girls and writes her mail letter as best she can to that dear husband, thousands of miles away, who is working slowly through the long years of enforced separation, with just one gleam of brightness in the week, all concentrated in the day that brings the mail from England. And she must write gaily, cheerfully. Robert must not have his burden added to by all the petty worries and anxious pecuniary difficulties that assail her, and make life without his companionship so hard to combat. No, his mail letter shall show, even to his keen eyes searching between the lines, no hint of care; that, reading it he may smile—that smile of genuine amusement which she remembers (and remembering, bites her quivering lips till they hurt) and taking heart of grace may return to his work refreshed.

And what of a mother's letters to her son? Mail day finds her also at her writing table, in the quiet room upstairs. The pretty room smelling of flowers and bright with sunshine, where her boy said "Good bye" to her, and where, please God, she will welcome him home again. During the week the gentle old lady has collected little scraps of news, bits of family gossip, amusing stories. "I must tell my boy that," she says, when some fresh anecdote has been recounted for her benefit, and on the next mail day, the story is faithfully repeated with witty little comments of her own. "Don't come to see me on Fridays," she warns her friends gently, lest disappointment await them. "That is mail day, and I like to keep it quite free. And when her especial Teddy or Bertie sees the well-known beautiful writing, that characterised the education of our ancestors, he opens it before all other letters, and murmurs "Dear old Mater," and looks lovingly upon a photograph that hangs in front of his writing table upon the whitewashed walls of his lonely bungalow. And in his mind there arises the vision of the sunny little room at home, where the letter has been written, and he knows, though he has never confessed it even to himself, these letters are the load-star of this life, his safeguard against evil,—his incentive to do right.

This is what Friday morning does for him and for countless other young men, whose only link with civilisation, it may be, lies deep rooted in the words "Mail Day."

And for the sisters, the friends, the sweethearts of these men, the Friday band has its message also. The very sound of its cheerful, if somewhat blasant, strains is inspiriting. Whether the day be full of April sunshine, or obscured by November fogs, it matters not. Despite the atmospheric conditions of the various seasons of the year, the little group take up their places on the edge of the pavement, prepare their stands, put together their instruments, and play their liveliest airs, and the mail letters are written and dispatched with snatches of songs very often bursting from mirthful hearts. For mail day is not by any means a sad day only. There are, even in this grey old world of ours, gifts from the fairies to be hinted at,—unexpected legacies to be distributed. May be some hitherto impossible marriage suddenly becomes possible, and then, on what a letter that is for mail day! Written to the sound of wedding bells. How the pretty cheeks flush, and the blue eyes sparkle as sheet after sheet is covered until the closing hour for the mail bags comes perilously near to being missed altogether. For them, there will soon be no more mail letters to be written any more, since for them the waiting time is ended, and over the years to come there hangs no shadow of another parting.

Oh, they could tell us secrets, these grimy, red-sealed bags. Down the gangways they are carried by smart uniformed postmen, with the English postal livery, and away from the ship they are borne at the end of the voyage by queer little khaki-clad, bare-footed natives who in their role of postmen are hailed as valuable agents by the correspondents, who have been looking out for the first sight of the mail boat coming out from home.

To-day is mail day. The big mail bags are ready for their voyage. Wax and Wee Lee are busy sorting and tying the letters into their respective bags, and the Amoy band is playing its cheeriest airs.

SERIOUS STRIKE IN HONGKONG.

TWO THOUSAND RICKSHA PULLERS ABANDON WORK.

DISPUTE INVOLVES THE OLD CURRENCY PROBLEM.

STRIKE AGITATORS AND FOMENTERS OF DISTURBANCES ARRESTED.

ARMED PATROLS GUARD THE STREETS.

TEMPORARY SETTLEMENT OF THE DIFFICULTY.

6th inst.

What developed into little less than a sensation was created in Hongkong to-day, when early morning pedestrians on their way to business discovered that the army of ricksha-pullers who usually block the streets, and besiege all and sundry who seem likely fares, had gone on strike. The main thoroughfares were deserted of their daily flying squadrons, and residents living in the outskirts of the city had either to invoke the aid of the tramcars in order to reach the city or to adopt nature's provision for the journey. At various corners crowds of coolies were congregated, undoubtedly with the object of preventing blacklegs from interfering with their plan of campaign, and from all appearances a very ugly and menacing state of affairs had arisen apparently in a single night. Fortunately for all concerned, the strikers and those who aspired to the position of leaders, kept within the bounds of the law, and, although at the Western end of the city a few lawless and turbulent characters took advantage of the unwonted situation to create disturbances, there was, on the whole, a wise inclination to await the peaceful adjustment of the grievances which had led up to the strike.

Considerable difficulty was experienced at first in obtaining a definite and precise account of the circumstances which had led something like two thousand ricksha-pullers to wander aimlessly through the streets instead of seeking to make an honest penny at the busiest hour of the day. It was beyond question that the grievance which had united the diverse interests represented by the pullers and induced them to risk their livelihood by refusing to work was no visionary or mythical affair. But the curious thing was that nobody seemed to have heard any premonitory news that a strike was in contemplation—not even the pullers of private rickshas, although it may very well be that the aristocracy of the ricksha tribe had been pledged to secrecy. At all events, from Wanchai to West Point, the principal arteries of Victoria, were thronged with bands of wandering pullers whose only common bond was that of resistance to what they deemed the unwarrantable attitude adopted by the owners of public rickshas in respect of the hire-tariff. Meanwhile, citizens suffered the greatest inconvenience by reason of the pullers' defection, and for the first time in years portly upholders of the commercial prosperity of the Colony were compelled to indulge in a purely plebian form of exercise. To make matters worse, the tramway service collapsed, as the result of something going wrong with the underground wires, and it was not until 11-45 in the forenoon that matters in this respect were righted.

From what has been gathered from a multitude of sources, it would appear that the strike of the ricksha-pullers was due primarily to the currency question, which has affected all classes of the Colony. The owners of the public rickshas are required by the Government to pay certain fees which are set forth in the Ordinance, and these fees must be defrayed by banknotes. The ricksha-pullers, who hire the vehicles from the owners, are charged 35 cents per day for the use of the machines, but not as a rule being wealthy individuals the coolies make payment in Chinese copper cents and Chinese coins. If the ricksha owners would accept payment in Chinese cash, the pullers would probably find it advantageous to turn their coppers into bronze. The ricksha owners have borne with this condition of things for many months, but on finding that the conversion of the Chinese copper and silver currency into Hongkong money meant a loss to them of from 10 to 12 per cent., according to the market price of silver, they decided that the pullers must either pay the 35 cents in local currency or 38 cents in Chinese money, which would about equalise the difference in exchange values. The scheme was so simple that, evidently the owners never dreamt there would be the slightest opposition on the part of the pullers. That is exactly where they reckoned without their host, and where the hirers had an opportunity to prove that they were not tied hand and foot to the owners, or bound to obey their behests.

Following a practice which is daily becoming more common, the pullers held a mass meeting last night at which the demands of the owners were presented and discussed. What the result of that meeting was there is no need to say, the appearance of a couple of thousand idle pullers and the double rows of deserted rickshas which lined the streets being eloquent testimony of the coolies' determination to resist the owners' ultimatum. At the same time, it is absolutely certain that a proportion of the pullers were by no means inclined to throw up their employment on the spur of the moment. Many were doubtless eager to contest the claims of the licence-holders, and many more were intimidated into acquiescence, or, at last, were willing to adopt the views of the leaders, but there was a certain proportion who refused to be bound by the "union" verdict, otherwise how can we account for the roving gangs of strikers who ranged the city and "held up" all public rickshas which were plying for hire? Of course the few isolated cases where pullers were found to be disregarding the orders of the central body were speedily submerged in the ranks of the majority. Down at West Point, indeed, several coolies, who were probably innocent of any intention to act as blacklegs, and had no knowledge of the fact that a strike was in progress, were somewhat mauled and beaten by the blustering scamps who invariably hang on to the skirts of those who are fighting for a principle, whether they be right or wrong.

Naturally the police authorities, on being apprised of the excitement among the ricksha-pullers, and their determination to harry and dislocate the ricksha service, made immediate preparation for eventualities. The Captain Superintendent of Police, Captain Lyons, managed to get a number of representative men of the pullers' guild together and convoyed them to the Registrar-General's Office, there to relate their grievances and to obtain a settlement of the dispute if at all possible. It was then decided that there should be a joint conference of owners and pullers and the matter stood adjourned. It was brought out at the informal gathering, however, that one party of coolies, the Chiuchows, were prepared to acquiesce in the owners' demands, but the Hoifungs, on the other hand, were resolutely obdurate.

In the course of the forenoon there were several minor conflicts with the police by natives who had private grudges to settle. Some thirty Chinese were arrested at Wanchai for preaching the gospel of strike. Another five men were arrested on a charge of disorderly conduct at West Point; but these arrests represent in no degree the temper of the swarming hundreds who scoured the city from end to end, revelling in an unaccustomed holiday. To guard against disturbances two squads of Indian constables were ordered out and they were followed by another couple of squads of Chinese. Along Queen's Road West and Des Vœux Road West—where the crowds manifested considerable impatience and at times seemed ripening for a row—armed patrols preserved the peace. Up to the time of writing nothing seriously untoward has occurred, but the air is full of electricity.

LATER.

The result of the conference at the Registrar General's Office temporarily settles the dispute. The owners withdraw their demand for an increased rental, the drivers promise to return to work to-night and Government is to be consulted by owners as to a way out of the difficulty.

"What for? No wanchee!" Such was the impudent reply returned, with much emphasis, to a call for a rickshaw at an early hour this morning by a representative of this paper. There was no idea that any strike was on. Passing the insolent coolie by, every other rickshaw that stood by the side-channel on the roadway was deserted and it immediately dawned on the pressman that something unusual was in the air.

AN OUTCROP OF RUMOURS.

Directing his steps to quarters likely to be informed of the causes leading to the untoward spectacle of a number of rickshas tied up at the eastern end of the city, our reporter gathered much fact, and with it an outcrop of rumours.

The earliest information this morning, whose accuracy has been authenticated at official quarters, is to the effect that about two thousand ricksha pullers went on strike at 7.30 a.m. to-day. By a strange coincidence the west-bound tram-cars became tied up at about the same hour. We are however, in a position to assert authoritatively that there is absolutely no connection between the two incidents as will be explained later.

THE ORIGIN OF THE STRIKE.

It has not been difficult to discover the origin of the strike, although, as must happen in such cases, there are slight variations in detail. From our information we incline to the view that the strike had its origin in a demand by the owners of vehicles for an increase of four cents more per day from each puller for the hire of the rickshas—an increase which the pullers cannot agree among themselves to concede. The version given by one of the farmers of the *raison d'être* for the increase is plausible, and it will be found that the vexed question of the currency is riddled with the blame for the present deadlock. Yet another story, the least authentic and the most unlikely, in the report that the strike is partly due to the fact that, for the first ten minutes, the tariff charged by first-class machines, as distinguished from the second-class vehicles, is the same as that in force for the latter, six, five cents. There can, however, be no connection between this and the origin of the present difficulty from the fact that there had been no coolies—or the suggestion of one—as between one faction of the pullers and the other.

BEGINNING OF THE TROUBLE.

The first indication of any trouble brewing might be traced to a mass meeting of ricksha pullers held in the western district last night. The police had had no intimation that such a meeting had been convened, since, in pursuance of the terms of the Regulation of Chinese Ordinance, the authorities were empowered to prevent such a meeting without the expressed authorisation of the Registrar-General. Notice of the meeting was given by runners. No leaflet has yet been discovered summoning the "solemn conclave." At the appointed time the parties met, it is presumed, at their quarters. There the deliberations proceeded. The demand by the owners of the four-cent impost was considered and it was, ultimately, resolved not to yield to the demand which was considered vexatious. A second resolution determined the attitude of the men, which was that of passive resistance to the owners of vehicles. A strike was decided upon for this morning, and, true to preconcerted action, not a man picked up his shafts after half-past seven this morning. It should be remarked that the strike, not being aimed at any Governmental measure, the grievance being one only against the owners, it is confined only to public ricksha-men; pullers in private employ not being affected have not joined the ranks of the strikers and from every indication have not manifested any sympathy with the movement.

RICKSHAS TIED UP.

In consequence of the strike rickshas, in large numbers, were tied up two deep in Queen's Road East, Queen's Road West and Des Vœux Road West. In the city they might be seen along certain side-channels, and the partial cessation of vehicular traffic gives the city an air of holiday aspect. The disorganisation of traffic has caused considerable individual inconvenience, specially to residents in the suburban districts of the island not within easy reach of the tramways, thanks to the energetic management of which affected residents' discomfort is considerably reduced under the circumstances.

A THREATENING OUTLOOK.

As soon as the strike was declared, a few of the more rowdy element set themselves the task of intimidating the plastic ones and inciting the willing workers to join the strikers. The loafers and the bands of malcontents who are invariably to be found in any such crisis gathered in large numbers in the Eastern district, and their demeanour, at one time, wore a threatening aspect. The police quartered in No. 2 Station, at Wanchai, promptly took in the situation and Inspector Gourlay despatched a posse of men to disperse the crowd. With the appearance of the police the mob began to melt away; those that refused to move, or that offered resistance, were roped in, and soon a batch of some thirty men were marched into the station and detained under police surveillance pending further developments.

At the other end of the city, Inspector Collett, in charge of Station No. 7, had his men fully employed in preventing rowdies congregating. It was no easy task, at the same time as considerable tact and discretion had to be used in order to avoid the men being brought into actual collision with the police. Directing the dispersing movement in person, Inspector Collett, an old and experienced officer on the force, well acquainted with the temper and attitude of a Chinese mob issued instructions to his men to keep the coolie bands in motion all the while. The main object was, of course, to prevent the ignorant coolies from being gathered together, whereby any of the section leaders might be afforded an opportunity of haranguing the men. Concerted action on the part of the coolies must be avoided, and in this, it must be granted to the credit of the police, they succeeded to-day in a truly remarkable way.

In the course of their none-too-easy duty this morning the West Point police had to put in custody five men for disorderly behaviour, the charge, when defined, being that of jostling coolies about who made any show of resuming charge of their vehicles.

A PRECAUTIONARY MEASURE.

In the course of the forenoon, as might be guessed without any effort of imagination, the executive authorities at police headquarters were kept unusually busy. Upon Capt. F. Lyons, Captain Superintendent, and Inspector Withers, vehicle inspector, fell the burden of the task in devising plans to cope with any emergency, although, of course, from the present outlook there is little fear of the mob breaking into any riotous disturbance. However, as a wise precautionary measure, the West Point police was strengthened by eight o'clock by—

Two squads Chinese.

Two squads Indian police, and armed patrols.

All these men have been detailed to special duty in the districts comprised within Des Vœux Road West and Queen's Road East.

THE REGISTRAR-GENERAL INTERVIEWED.

When seen at his office in the course of the day the Hon. Mr. A. W. Brewin, Registrar-General, kindly informed a member of our staff that Capt. Lyons was getting the men together—that is, representatives of the owners and of the coolies—with a view of a conference at the R. G. O. Mr. Brewin did not think that there would be an difficulty in getting the conflicting interests to arrive at an amicable settlement. He had information that men of the Chinchew clan were not unwilling to submit to owners' terms. But the Hoifung coolies—immigrants from districts on the mainland between Hongkong and somewhere near Swatow—were not so amenable as their *confreres*. As a meeting would be held some time to-day our representative called again later for the result of the discussion.

GENERAL MANAGER, TRAMWAY CO. INTERVIEWED.

As a rumour was given broad circulation that the temporary breakdown in the electric tramway service this morning was instigated by the rickshas-men, our reporter made it a point to see Mr. J. Gray Scott, general manager of the lower level tramways, for an authoritative version of the story. Mr. Gray Scott had not returned to his office at the time of our visit, but not long after, in reply to questions, Mr. Scott kindly confirmed the fact of the existence of the rumour which, he was glad to say, was without any truth at all. Mr. Scott had personally proceeded to investigate the cause of the slight breakdown which can never be avoided in the continuous maintenance of a service under the peculiar conditions obtaining in Hongkong. It may not be generally known that the Electric Tramway Co. have to run some underground wires. In the section between Arsenal Street and Naval Yard something had gone wrong. What the exact nature of the mishap was the company were not then in a position to state, since it had not been possible to precisely locate the damaged wire. It was a mere coincidence, as Mr. Gray Scott stated, that the tram-service should be temporarily disorganised at the same time as the rickshas strike was announced. You have my authority for stating that there is no connection whatever, yet was the two occasions.

The service was resumed [illegible]

VEHICLE OWNER'S VERSION.

Another side of the story had to be presented to complete the narrative of the day's events, and that is the version of the deadlock from the owner's standpoint. One of these gentlemen was seen by a *Hongkong Telegraph* representative. We give, briefly, his statements as obtained by us.

"We are charged by the coolies as being exactious. I emphatically deny that. You will see we are demanding no more than the circumstance of the case entitles us to. We receive from each driver 35 cents per day for the hire of each vehicle. This amount is paid us by the coolies in copper cents and or Canton subsidiary coins. We have to pay the Government licence fees in notes of Hongkong currency. It is plainly manifest that the conversion of Chinese coins into legal tender involves us in a loss of from 10 % to 12 %. The small increase we ask, therefore, is by no means in the nature of a "squeeze." Moreover, we give the men the option of either paying us in the legal tender of the Colony at the old rate of 35 cents, or to make good to us the loss, if they pay us in debased currency."

SETTLEMENT IN SIGHT.

At 4.15 p.m. when our representative again called at the Registrar-General's office, Mr. Brewin said that a meeting had been held at which there were present Capt. Lyons, some Chinese gentlemen, the representatives of owners and of the coolies, besides himself. The facts elicited at the meeting as to the cause of the strike have been detailed above. The owners have now decided to withdraw the notice raising the hire of the vehicle. The coolies, with this assurance, promise to resume work to-night and it is expected that they will again ply their vehicles for hire as undertaken. Meanwhile, owners will consult Government as to the step to be taken before issuing another notice. Thus has a temporary settlement of the difficulty been arrived at.

BANK EMBEZZLER CONVICTED.

ARRESTED AFTER TWO YEARS.

7th inst.

Joseph Maria Souza, otherwise known as Jose Maria Silva Souza, the clerk formerly in the employ of the Banque l'Indo Chine, who disappeared from Hongkong some time in 1905 with, what was thought at the time to be, $400, the property of his employers, was brought back to Hongkong, from Shanghai, last night. He arrived here in the custody of Detective Sergeant Murison, on board the steamer *Lisson*.

Soon after the larceny was committed Souza took passage for Shanghai, where he obtained employment. A warrant was issued soon after his disappearance, but it was not until the 20th ult. that he was recognised by the police in the Northern settlement and arrested. The Hongkong police were then informed by cable and Detective Sergeant Murison was despatched to Shanghai to bring back the fugitive.

At the Police Court, this afternoon, the accused was arraigned before Mr. F. A. Hazeland on the amended charge of stealing $1,503, belonging to the French Bank.

He pleaded guilty.

His Worship—Tell me something about the case.

Chief Detective Inspector Hanson, who prosecuted, said that Mons. Berindoague, the manager of the Bank, did not want to be hard on the accused.

His Worship—Well,?

The accused, Mr. Hanson proceeded, was formerly employed in the Bank as a clerk. One day in 1905 he was sent to the Post Office to mail three registered letters containing sums of money.

His Worship—In cash?

Mr. Hanson—Yes.

His Worship—The covers contained bank-notes?

Mr. Berindoague—Yes.

Continuing, the Chief Detective observed that soon after he had received the letters accused went and prepared three similar envelopes as the ones given him to post. On the way to the Post Office he opened the sealed envelopes, extracted the money, and filling the envelopes which he had prepared for the purpose with old paper, he posted them.

His Worship—Where were the letters to go to?

Mr. Berindoague—One was for Haiphong, the other for Shanghai and another for Saigon.

Mr. Hanson—He then absconded to Shanghai where he was arrested and brought down.

His Worship passed sentence of six months' hard labour.

After sentence had been passed, accused begged for mercy—"protection," he put it. Since last year, he said, he had been employed in the Yokohama branch of the Hongkong and Shanghai Bank. Then he left for the International Bank (at Shanghai?) to better himself. He had not committed a similar offence since. At the time he embezzled the French Bank's, money he was only seventeen years of age—he was twenty now—and he "would ask for protection of the Court."

His Worship said that the offence was a serious one and he could not deal with him any lighter.

THE MISSIONS TO SEAMEN.

ANNUAL TEA AND MEETING.

Following hard upon the string of social and festive functions with which the Missions to Seamen have marked the season, the Annual Tea and Meeting which was held last Friday night was perhaps the most successful of the series. From far and wide over the spacious harbour men were gathered together as the guests of the Mission and never, in the opinion of most who were there, did they spend a more pleasant or profitable evening. It was just a big Christmas party to which, through the kindness of many friends, the Mission was able to invite all and sundry—friends inviting friends.

The first item on the programme was a substantial meat tea and very pretty and inviting did the tables look with their burden of good things and their floral decorations. One feature which attracted great attention and called forth much admiration was a wonderful cake in the shape of tree bearing smaller, but still good sized cakes, on its branches. It looked too pretty to be eaten and was promptly dubbed by a wag in the company, "the bread fruit tree."

The meeting was held in the upper room which had been nicely decorated for the occasion. The Bishop of the Diocese took the chair at eight o'clock, by which time the room was well filled. After an opening hymn and prayers the Bishop, after addressing a few words of welcome and good wishes to all present, called upon the Senior Chaplain to give an account of the work of the year. The dominant note in spite of the recital of difficulties and discouragements was one of thankfulness and cheer.

An address was given by the Bishop. The Revs. J. D. Dathan and A. D. Stewart also made speeches, all of which were listened to with the closest attention. Solos were sung by Miss Cantle, Miss Stewart and Mr. Gales, and a selection of Carols was given by the Chinese Christian Endeavour Society. Altogether enjoyable evening was brought to a close shortly after ten o'clock with the singing of the doxology and the benediction.

SANITARY BOARD.

FORTNIGHTLY MEETING.

Last Tuesday afternoon, the usual fortnightly meeting of the Sanitary Board was held, when the following business engaged the attention of members:—

HONGKONG HOTEL.

The following letter was received by the Secretary of the Board from Messrs. Palmer and Turner, architects, applying for a modification of the requirements of Section 180 (a) and 188 (5) of the Public Health and Buildings Ordinance 1903 in respect of the Hongkong Hotel, was submitted:—

17th December, 1907.

Dear Sir,—Herewith we submit plans showing the proposed manner of re-building the southern portion of the above premises. On the 29th June, 1905, we were informed by the Assistant Secretary of the Sanitary Board that the Governor in Council had granted a modification of the requirements of Sections 180 (a) and 188 (5) of the Public Health and Buildings Ordinance 1903 in accordance with sketch plans we had submitted to the Board for approval just previously.

The height of the building as now proposed is the same as shown on plans then submitted and we shall be glad to know if we may consider that the modification of Section 188 (5) already obtained is still valid.

As regards Section 180 (a) the arrangement of the new plan has been considerably altered and we are instructed to apply to the Sanitary Board to recommend a modification of this Section so as to allow of the open spaces on the ground and first floors being curtailed below the requirements of the Ordinance as shown in the accompanying plans.

We beg to point out that the ground floor is not to be used at all for sleeping purposes. The frontage of the block is occupied entirely by shops which are well lighted and ventilated from the front and (with the exception of one shop) from the back. The rest of this floor is to be used as a godown, store, baggage, boiler and engine room, and the portion of the yard deemed to be covered over for the use of receiving and unpacking goods. The first floor (with the exception of one bedroom attached to the private suite) is not to be used for sleeping purposes. The other rooms, comprising reading, smoking, billiard, dining, bar and compradore's rooms are all well-lighted and ventilated. The cloak and sewing rooms are only to be ten feet in height and the portion shown as covered yard is required as a washing-up yard for the sewing rooms of the entire hotel. The four upper floors are utilized for bedrooms and the open space for each floor is considerably in excess of the requirements of the Ordinance.

All the bedrooms have been arranged as far as possible so as to get through ventilation from an air space both back and front of same, and we think the Board will recognise that the arrangement of the new plan is an improvement on the plan which was sanctioned in 1905. The area of the buildings on each floor and the area of the open and unobstructed space in same is marked on the plans.—Yours, etc.,

PALMER AND TURNER.

Dr. Francis Clark—I recommend that the plans be approved as far as they concern the Board.

Mr. Shelton Hooper—I agree with the M. O. H.

The Registrar-General—Is there more air space or less than was approved in 1905?

Dr. Clark—Herewith figures: 1905 plan—ground floor, 3,640 sq. ft.; 1st floor, 4,140 sq. ft.; 2nd floor, 5,500 sq. ft.; 3rd floor, 5,500 sq. ft.; 4th floor, 5,500 sq. ft.; 5th floor, 5,500 sq. ft. 1907 plan—ground floor, 2,999 sq. ft.; 1st floor, 3,270 (+ 1,180); 2nd floor, 4,871; 3rd floor, 5,871; 4th floor, 5,871, and 5th floor, 8,041.

THE SCAVENGING CONTRACTOR.

Correspondence relative to breach of contract on the part of the scavenging contractor in failing to properly cleanse the streets of the mud caused by the rain during the Christmas week was laid on the table, and the question of fining him for the breach was discussed.

REPORTERS.

In common with parsons, politicians and editors, reporters are the most criticised of any class of the public that has a semi-public function to perform. It is easy to see why. Any ignoramus is competent to frame a theology of his own; every politician is a rascal, and therefore to be criticised; and in editing a newspaper whatever suits the critic ought to be acceptable to other people. If it isn't, so much the more stupid other people must be. It is no small satisfaction to the abused reporter to know that he is in the same box as his editor, and one of the most stupid, biassed, ignorant and incompetent people in the world. The report is absurd, if the meeting or company does not agree with the critic; it is inadequate to the vain speaker; it is misleading because it contains arguments which the reader cannot easily refute, which are no part of the reporter's opinions probably, and certainly no cause for railing at his good faith, his abilities, or his industry.

"Have a shot at it yourself" is not allowed as a relief to the feelings of the reporter. But he often thinks it, after a couple of hours listening to speeches that lack either matter or manner, and then, when the lights are put out and audience and speakers go away home for a refresher or bed, he has to write out his report. There is the mechanical limitation. If at a meeting speeches go on continuously for a couple of hours, that is at least a hundred minutes. The average rate of speaking is 100 words a minute. Ten thousand words, say twelve columns like this Turnover. If he be at quick writer or typist he may possibly get the task done in 250 minutes, say four hours. Let any man sit down to write for four hours at a stretch and then say whether he envies the reporter. Obviously a verbatim report is one of the hardest and most wearisome task that was ever paid at the rate of half a guinea a thousand. Besides the mechanical difficulty of harvesting the verbiage, there is the intellectual difficulty of winnowing the grain from the chaff. This is metaphorical, for as a matter of fact, there is nothing the reporter likes better than lively chaff, although he is not permitted to stop and laugh at it. How much of the average sermon or political speech is worth preserving? However, other people criticise the parson and politician enough, and we stop at asking the question. An eloquent and accomplished speaker can charm his audience with the wiles of the orator. The charm is lost when it is translated into cold type, and what was so interesting in the delivery, so convincing in the argument, so pleasing in the speaker, becomes a column of mediocre stuff when it leaves the reporter's hands, and he is held responsible for it, when how gladly would he wash his hands of the whole subject. Condense he must; omit the superfluous and select the important. Yet he must strive to keep the charm of the speaker; to impart to it the new quality of interest.

If he sometimes makes a mess of a speech [illegible] impression on the speaker. Another [illegible] are greatest [illegible] have written out his report [illegible] lectures on various subjects, and he was a perfect terror to the conscientious reporter. There was next to nothing that could be omitted, all the condensation was done, and yet the inexorable instructions were "Cut it down to a column." It couldn't be done, any more than a quart of beer can be put into a pint bottle. Another difficult man to report satisfactorily is he who seldom finishes a sentence, but gets wound up in adverbial phrases and qualifying clauses. Such a speaker once complained of the reports of his speeches in the Legislative Council. The reporter transcribed a few hundred words absolutely verbatim, with the Hms and Haas, the duplications and unfinished sentences. When it was submitted to him, the hon'ble gentleman was told that it was absolutely verbatim. He looked at it, and in a quaint way said, "I think it had better be 'As you were.'" Like many other things a speech wants a lot of smoothing before it can face the public in cold print.

The position of the reporter in law has just been the subject of a judgment by a Chancery Judge. The Town Council of Tenby refused admission to the proprietor of a local newspaper "until he had learned shorthand properly." The man mildly suggested that he had a right to be present as a representative of a newspaper, as a ratepayer, and as a member of the public. In face of a resolution of the town wiseacres, the first claim was not persisted in; the second and third the judge could find no justification for. All will be lovely in the garden, till the town council finds that it has lost the main object of most of its members in going into public life, namely publicity, and then the obscurity will be more galling than the "garbled and offensive report" which the newspaper man was charged with publishing. Happily the judgment does not apply to this Colony. The public will still continue to have the newspaper reports of its public bodies, and will more or less appreciate them, bearing in mind that condensation is necessary, and refraining from casting the half brick at the reporter who fails to produce more than a quart of good rich grain from the bushel of chaff. Sometimes he errs in failing to recognise the importance of things, but a lack of the sense of proportion is not confined to any one class, or else we should not have lengthy discussions on the value of the marginal note in an ordinance, or whether the deputy sixth clerk in the Health Officer's Department should not be empowered to receive and act upon reports relating to a dead rat, and its burial.

W. M. in *Singapore Free Press*.

A GROCER'S PRACTICE.

NO RECEIPT FOR SMALL PAYMENTS.

Before his Honour Mr. A. G. Wise (Police Judge), in the Summary Jurisdiction Court, last Tuesday, the Tung Cheong grocery shop, of 48, Central Market, sought to recover the sum of $51.42 from Mrs. Gaddis, of 33, Wong-nei-chong Road, for provisions ordered and supplied to the defendant.

Mr. W. Davidson, who appeared for the plaintiff firm, said that the action was for goods sold and delivered, and he believed the defence admitted a certain portion of the bill.

Mr. H. J. Gardiner, the solicitor for the defence, stated that he admitted that goods were supplied to his client up to the 24th September. The last item supplied was veal cutlets. Nothing more was ordered or received after that.

His Lordship—After veal cutlets? (Laughter).

Mr. Gardiner—Yes.

Then what would the account amount to?—$35.73.

Is that what you admit?—Yes.

The plaintiff was called to the stand. He said that he first commenced to supply goods on credit to the defendant on 23rd August until 2nd October.

His Lordship—Why didn't you pay the money into Court?

Mr. Gardiner—I don't admit I owe anything, your Lordship. There were further payments.

Plaintiff, proceeding, said that since that time he had only received $11 from the plaintiff in payment of her account.

Under cross-examination, plaintiff was made to admit that certain payments had been made to him by the defendant, and that he had refused to give a receipt for the money on the ground that he did not make it a practice to give receipts for small payments.

His Lordship found for the defendant with costs.

MR. J. D. CAMPBELL, C.M.G.

We greatly regret to report the death, after a long illness, of Mr. James Duncan Campbell, C.M.G. (Craigniah), which occurred on Dec. 31st 18, Claricarde-gardens, W. By Mr. Campbell's death China has lost an old and distinguished servant. Mr. Campbell, who was born in 1833, was the son of Major Robert Campbell of Craigniah, and was educated at Cheltenham College, Paris, and Heidelberg University. He began his public career under the Home Government, serving in the Treasury and Audit Office from 1856-62. During these years he took an active part in the Volunteer movement, which was then in its infancy. In 1863 he was permitted to resign the Home Civil Service for appointment as Secretary and Auditor, Inspectorate-General of the Chinese Imperial Maritime Customs, Peking, and from that date until his death continued in the service of the Chinese Government. In 1866 he was sent by the Tsung-li Yamen (Chinese Foreign Office) on a special mission to Europe as Commissioner of Customs, and in 1874 he organised and, as representative of the Inspector-General, assumed control of the London office of the Inspectorate-General. Among the numerous services which he subsequently rendered to the Chinese Government may be mentioned the treaty negotiations which he conducted at Paris in 1885 as Special Chinese Commissioner, which resulted in the Treaty of Peace of that year between France and China. He was also instrumental in bringing to a successful issue the Treaty between Portugal and China of 1887. He was created C.M.G. in 1885 in recognition of services rendered to British interests. Numerous honours were conferred upon him by foreign Governments. China granted him Civil rank of the Third Class (Blue Button) in 1878, Civil rank of the Second Class (Red Button) in 1882, the Imperial Order of the Double Dragon, Second Division, Second Class, in 1885; and in 1897 the Second Division, First Class, of the same Order. The French Government appointed him officier of the Legion of Honour in 1878 and Commander of the Legion of Honour in 1885, while the Portuguese Government in 1888 made him Commander of the Order of Our Lady of the Conception of the Villa of Vicosa. The funeral service was held at Christ Church, Lancaster-gate, and the interment at Kensal Rise Cemetery.—Daily Express.

INSPECTOR Collett, in charge of the Central Police Station, charged the five Chinese coolies who were arrested on Thursday morning during the strike with disorderly conduct in the streets. Each was fined $5.

CHINA FROM WITHOUT.

HOW CHINESE AFFAIRS ARE DEALT WITH IN AN ENGLISH MONTHLY.

8th inst.

There is nothing meek or mild about *The International*, which is the latest addition to the serious monthlies published in England. It aims at being "a mirror of human evolution in all its many aspects." Then again the experiences of one country are to be made known to its neighbours so that superfluous experimenting may become unnecessary. "For this purpose we must first ascertain and state the facts and data of Human Progress, and then subject the same to a scientific investigation in the light of modern sociology, so that we may be able to discover the Organic Tendency of Human Evolution. We shall then be able to make the experience of one country serve for the solution of the difficulties of another, and to throw out practical suggestions founded, not on the purely ideal schemes of Utopian dreamers, but on the broad basis of the demonstrable facts of social evolution." The ideal may be admirable but is it attainable? Take, for example, the references to Chinese affairs which crop up on every other page. The Editor, Dr. Rodolphe Broda, has some extraordinary ideas on the subject of what is happening in the Middle Kingdom. He recognises that conditions in China are altering, but he refuses to be pinned down to any opinion regarding the probable outcome of events. And some of his statements are amazing and will be read with wonder not unmixed with amusement by readers who have a finger on the pulse of Chinese affairs. For instance, we are told that "it should be borne in mind that China has only been able to maintain her constitution unchanged for ages on account of its infinite superiority over that of her neighbours. China has been, and still is, *Asia's sole Democracy*, a commonwealth based on the free labour of her industrious citizens and of her peasants, who own the plots they till. The Middle Kingdom knows no hereditary aristocracy, and, for thousands of years, political power and influence in imperial circles has been vested in the class of the Mandarins —men chosen from the broad ranks of the people by competitive examination, ensuring the selection of the most learned, if not the best. It is noteworthy that more than a century before Plato enunciated his theory of the perfect state, governed by an aristocracy of the wise, the same, or a closely analogous idea, was carried into actual practice by Confucius. It was but yesterday that Auguste Comte rediscovered the principles of Positivism which China's great philosopher-statesman gave to his country 2,400 years ago The intellectual classes of China are free from all superstition; they hold no dogmatic faith, and its place is taken by a system of independent ethics based on humanitarian principles." Well, Dr. Rodolphe Broda doubtless knows all about it and speaks from personal knowledge of the conditions, but we are afraid that his aphorisms are little better than shibboleths. Where did he meet those mandarins who are exercising administrative functions and who rose to their high positions through sheer merit? Did he ever hear of viceroys who made it a point of gathering all the clever and astute students around them and securing their allegiance by gifts of office? There is no hereditary aristocracy, he says; that will be interesting news, for even if the hereditary principle had been abolished the sons of the Provincial potentates find divers ways of climbing the ladder of rank. Some pages farther on there is an unsigned article on "The constitutional movement in China," under the heading of "Politics." Speaking of the evangel of freedom the unnamed writer says: "Especially do those students who return home annually from Japanese universities carry into all the remotest provinces the gospel of that political freedom which has lifted Japan to her present high position. To the same students are greatly owing the transformation of education in the European-Japanese direction, the introduction of natural science colleges into the universities of the Empire, the establishment of girls' schools in town, and the increase of village schools with a view to the gradual institution of compulsory education." Now who is the author of that utterly unwarranted eulogy of the Chinese students educated in Japan. As a matter of fact the mouthing fledglings who are turned out by Japan with crude notions of what political freedom means are a perfect nuisance to everybody with whom they come into contact. Then again towards the end of the magazine there is a short article on "The economic awakening of China"—also devoid of signature or *nom de guerre*. One sentence will suffice to show how much the writer knows about the subject; "They [the Chinese] are willing to accept from the moneyed Powers nothing more than the capital required for the native companies." Has the Editor of *The International* never heard about the Canton-Hankow railway, and will his attention be directed to the Chekiang railway loan question? In the foreword it is stated that 250 special correspondents have been engaged to write for *The International*. It certainly needs some writer who knows at least a smattering about Chinese affairs, unless the new monthly is to look ridiculous in the eyes of everybody who knows any particular section of the Chinese Empire. Mr. T. Fisher Unwin, 1 Adelphi Terrace, London, W.C., is the publisher, and there should be a future for the magazine if it would only deal with questions on which it has accurate knowledge and if it could depend upon the conclusions drawn by its correspondents.

AN UNLUCKY THIEF.

HIS DOWNFALL IN ATTEMPTING TO ESCAPE.

8th inst.

A coolie, whose name could not be obtained, was removed to the Government Civil Hospital early this morning, by the Wanchai police, suffering from a broken leg, a dislocated shoulder, a fractured jaw and minor other injuries which he received in attempting to evade arrest and which are likely to cost him his life. At about three o'clock this morning the coolie climbed up the water-spout attached to house No. 8, Macgregor Street, and, pushing open a window, entered the second floor. He had collected about $200 worth of property, including a cash-box containing $75 in cash and a quantity of jewellery, and was proceeding to leave the house with the bundle when he was seen by one of the inmates and pursued. Being thus surprised, the coolie rushed for the window and jumped over—a fall of about thirty feet. By this time the whole street had been awakened and a search was made for the thief, who was found unconscious in a gutter, with the stolen goods scattered beside him. The police were informed and the injured man, who was about twenty-five years of age, was removed to hospital, where he now lies in a precarious condition.

An innkeeper at the Imperial Hotel, Tokio, shot the senior interpreter in the street, and committed suicide immediately afterwards. The cause of the tragedy was some grievance in the matter of the distribution of commission money.

REPUDIATING CHARTER-PARTIES.

IMPORTANT JUDGMENT AT THE SUPREME COURT.

Sir Francis Piggott (Chief Justice) gave his reserved judgment last Wednesday forenoon, at the Supreme Court, in the case in which the Lombard Steamship Co., Ltd., 23A, Great St. Helens, London, applied for leave to appeal against the decision of the Chief Justice, given on the 6th May last, against them, in favour of Messrs. Carlowitz and Company, in which action the latter firm claimed $12,000, being damages sustained by plaintiffs by reason of the breach of a charter-party of the British steamship *Salamanca*, entered into in Hongkong on 7th February, 1902.

Sir Henry Berkeley, K.C., instructed by Mr. R. D. Atkinson, of Messrs. Deacon, Looker and Deacon, appeared for the appellants, and Hon. Mr. H. E. Pollock, who was instructed by Mr. Andrew G. Jackson, of Messrs Johnson, Stokes and Master, for the respondents.

His Lordship said—This case was tried before me in April and May of last year, and the appeal was argued before the Full Court on 16th December. The learned Counsel for the appellant referred to the fact that under the Constitution of the Courts in this Colony the only appeal Court from the trial in the First Instance is to a Court in which the Judge who tried the case sits, and if he is the Chief Justice he has the preponderant voice. It is not surprising that reference should so frequently be made to this fact; but so far as I am concerned I wish to say that in giving judgment in a case tried before me, I endeavour to be guided by the language used by Mr. Justice Blackstone in a very old case indeed: "My present opinion is (but liable to correction upon more full consideration, if the question should come again before the Court in a more solemn way) I trust that this will, to some extent, not exactly encourage appeals from my decisions, but at least assure the profession that I endeavour, as far as possible, to look at the case from a fresh standpoint, if such is put before the Full Court on more solemn arbitration." Now, in this case there was a fresh standpoint put forward; but before dealing with it, I desire to say that this was eminently a case in which a second argument was rightly put before the Court, quite apart from the fact that it has produced a difference of opinion between the Judges. The case is exceedingly puzzling; and all I can say is that if people will tangle themselves up in so cordian a fashion, they must not be surprised if this entanglement, in lieu of cutting the knot, is an expensive process.

The facts are sufficiently set out in the report of the case in the Law Report of the Court, and I need not recapitulate them. I shall only refer the first part of it with which the appellant quarrels. In my judgment in the Court below I said: "The case stands thus —Were the circumstances such as to entitle the United States to rescind its contract with Ostacia, and so entitle that Company to rescind its contract with Carlowitz, and so entitled Carlowitz to rescind their contract with the owners?" It now transpires that one important fact was omitted here from consideration: that the first recision was by Ostacia of the contract with Carlowitz, that then Carlowitz rescinded: and that this occurred prior to the recision of the United States Government which occurred five days afterwards, and was apparently independent of the recision by Ostacia and Carlowitz. There was therefore no recision *en suite* as I had assumed, and the question is whether Carlowitz could rescind independently of any action by the United States. The contractual relationship arising out of the charter-party still existed between Carlowitz and the owners; it was not broken by the sub-charter to Ostacia, still less by the re-charter by Ostacia to the United States; and it was urged that all the consequences of this relationship must ensue, including the right to rescind for good cause. I am of opinion for the reasons given in my judgment, that the failure to deliver the vessel every day during the continuance of the charter-party entitled the charterer to rescind it, and did not give rise merely to an action for damages.

The question resolves itself therefore into this:—Can it be said that in the circumstances which actually happened there was a failure to deliver the vessel to the charterers, *i. e.*, to them through the United States Government? The United States Government had not definitely renounced all hope of getting the ship in spite of these threats of cancellation, and, therefore, it might be said that the charterers had not definitely renounced all hope, but did that therefore deprive them of all right to act? Even this does not state the position quite accurately. Carlowitz cancelled with the owners because Ostacia had cancelled with them, reporting the cause—the failure to deliver. Can it be said that Carlowitz was bound to enquire further into the circumstances to see if Ostacia's cancellation was justified? The position can be put in this way:—Were Carlowitz bound to wait till the United States Government cancelled? Or was that firm entitled to act and take the consequences? Much light may be thrown upon the question if we consider what the position of Ostacia was with regard to the United States Government and the question as to this may be stated in a similar way:—Was Ostacia bound to wait till the United States Government cancelled? Or was that firm entitled to act and take the consequences? In the circumstances—endless delay in putting the ship at the service of the United States Government, and threats of cancellation—I am very strongly of opinion that they were entitled to act and take the consequences. These consequences might have been, if the United States had repented, and ultimately decided to take the vessel on again, that there would have been no ship at all at their disposal, for the owners might have sent her elsewhere directly the charter-party was cancelled. The result would have been an action for damages for breach of the agreement. In the event the United States Government did cancel so that there were no consequences. Being therefore of opinion that Ostacia could act I am also of opinion that Carlowitz was entitled to act. The whole question appears to me to turn on the fact there was no sub-charter by Ostacia to United States Government, but an independent agreement, itself giving rise to rights and duties between the parties, and it must specially be noted an agreement which really has no legal connection in the Carlowitz charter-party for it contemplated an extension of the hire of the vessel beyond the time covered even by Carlowitz's extended term. I think this is an important matter on which stress has not been laid sufficiently, for the whole of these occurrences might have happened after the termination of the charter-party and I cannot see how the position of affairs as between Ostacia and the United States Government can vary accordingly as the Ostacia-Carlowitz charter was in existence or not. I agree to this:—That so far as the owners are concerned Carlowitz stands in the same position as Ostacia and that so far as Ostacia is concerned Carlowitz stands in the same position as the owners, but this shows that the rights we have to consider are rights arising out of the charter-party and not out of an independent contract to which, although all parties knew all about it, Carlowitz were not in fact parties. This can best be tested by asking the question:—Could the United States Government have sued either Carlowitz or the owners? I think not. The fact, therefore, being that the ship was not delivered I think this justified Ostacia in cancelling in virtue of rights arising out of the charter-party quite regardless of what its position would have been *vis-a-vis* the United States Government, and as Ostacia's cancellation was right so Carlowitz's cancellation must have been right. I, therefore, think that the judgment should stand and the appeal be dismissed with costs.

THE PUISNE JUDGE DISAGREES.

The Puisne Judge regretted that he disagreed with his Lordship, and stated that he would content himself with stating that Carlowitz were not entitled to cancel when they did and thought the appeal should be allowed. Supposing it were allowed the question of the amounts due by the parties would be subject to further consideration.

Formal judgment for the respondents with costs was entered.

A DEAL IN RICE.

ACTION AT THE SUPREME COURT.

At the Supreme Court, last Monday, in Original Jurisdiction, his Honour Sir Francis Piggott (Chief Justice) presiding, the Cheung Hing firm, of 136, Wing Lok Street, rice merchants, brought an action to recover the sum of $1,180.18 from the Wo On Sai Chan, of 1, Praya, Kennedy Town, for goods sold and delivered to the defendant firm, as follows:—On 3rd March, fifty bags of rice, weighing 8,010.75 catties at $4.60 per picul, including charges—$378.10, and on 5th April, 100 bags of rice, weighing 16,564.5 catties, at $4.72 per picul, including charges—$802.08, making the total of $1,180.18.

Mr. M. W. Slade, instructed by Mr. O. D. Thomson, appeared for the plaintiffs, while Sir Henry Berkeley, K.C., who was instructed by Messrs. Deacon, Looker and Deacon, was for the defence.

Mr. Slade said that the defendants had not shown what defence they were going to set up in the matter. The plaintiffs would prove, however, that they first had dealings with the Wo On Sai Chan as far back as 1894, thirteen years ago; that rice was sold and delivered to them, and that the same chop used in later transactions was used by them at that time. He could not prove any intervening dealings, but in 1905 the present manager of the plaintiff firm was informed that the rice was being bought by Chan Ah King, the well-known contractor, to feed his coolies. Up to that time rice had constantly been supplied to the defendant firm and payments made regularly. But in 1907, on two occasions rice had been ordered by the defendants and up to now had not been paid for. Mr. Slade went on to explain that from a letter he had received from Messrs. Dennys and Bowley it would appear that the manager of the defendant firm had absconded early in June last, and that then the name of the firm—Wo On Sai Chan, which means Wo On's western branch, was altered to Wo On Sai Chung, meaning Wo On's western godown. There was nothing in the defendant firm, he stated, to indicate that they were carrying on a godown business. It was merely a Chinese shop, and in 1894 was situated opposite Chan King's contractor's shop and large quantities of rice were visible. But latterly no rice had been seen in the shop. It was merely an ordinary business house with no apparent limitations of the business they did.

Evidence was then called.

His Honour Sir Francis Piggott (Chief Justice) gave judgment for the plaintiffs with costs, at the Supreme Court, last Tuesday, in the action brought by the Cheung Hing firm, of 136, Wing Lok Street, rice merchants, in which they sought to recover the sum of $1,180.18 from the Wo On Sai Chan, of 1, Praya, Kennedytown, for goods sold and delivered to the defendant firm, as follows:—On 3rd March, fifty bags of rice weighing 8,010.75 catties at $4.60 per picul including charges—$378.10, and on 5th April, 100 bags of rice, weighing 16,564.5 catties, at $4.72 per picul, including charges—$802.08, making the total of $1,180.18. Mr. M. W. Slade, instructed by Mr. O. D. Thomson, appeared for the plaintiffs, while Sir Henry Berkeley, K.C., who was instructed by Messrs. Deacon, Looker and Deacon, was for the defence.

AMAH vs. HAWKER.

MONEY LOAN ASSOCIATION TROUBLES.

A dispute between Cheung Tai Koo, an amah, residing at 54, Staunton Street, and Lau Ming, a hawker, of 44, Staunton Street, and head of a Money Loan Association, was threshed out at the Supreme Court, last Wednesday, when the former brought an action against the latter to recover $11 due to her by the Association. There was also a cross-action against Cheung Tai Koo to recover $35.85 for goods supplied her by Lau Ming. Mr. Justice Wise presided.

Mr. F. X. d'Almada e Castro (of Messrs. d'Almada and Smith) appeared for the plaintiff, and Mr. P. W. Goldring (of Messrs. Goldring and Barlow) for the defendant.

Plaintiff said she was the last person entitled to draw from the Association, and she had asked the defendant for the amount due to her on several occasions. He paid her $9, leaving a balance of $11 due and owing. She had not received any further payments from the defendant during last year, being then employed at 9, Hollywood Road, and living there. Plaintiff did not tell the defendant to supply her daughter or son with food, as both had employment. She denied owing the defendant $35.85 for meals supplied.

His Lordship—How many members are there in the Association; not above the proverbial twenty, I suppose?

Mr. d'Almada—Fifteen.

Plaintiff—Eighteen, but the book says fourteen.

Cross-examined by Mr. Goldring, witness denied having received $27.40 from the defendant. She had never boarded at his place, and it was not a fact that the majority of amahs in the district where she was employed went home at night.

Lau Ming said he resided at 44, Staunton Street, and the plaintiff lived with him. He supplied her son, daughter and nephew with food at her request. After deducting $10 paid him by plaintiff on account, the balance due to him from her was $25.85. The book put in was his Money Loan Association book, and the plaintiff signed it when she received $27.40 in full discharge of her claim.

Mr. d'Almada.—Was not Cheung Tai Koo the last person to draw in your Association?—No.

And you have paid her the amount she drew?—Yes, in full.

Have you a licence for hawking vegetables?—No, I don't hawk vegetables. I am a travelling trader.

His Lordship gave judgment for the defendant in the cross-action, he found for the plaintiff for $11.40 and costs.

CHINA IN 1907.

As at the end of 1906 so to-day it has to be said of the past year that the main characteristics are tendencies and strivings that have yet to become materialized rather than tangible results. The movement in the direction of reform begun in 1905 was continued, and, although many of its features stamp it as ill-considered and ill-controlled, there is clearly a growing knowledge of shortcomings to be recorded, as well as of what should be aimed at by the nation. In some particulars the last twelve months have supplied the test—a modest test—of time to the reforms so hurriedly launched in 1906, and on the whole the results have been favourable to the good faith behind the movement, even while serving to adjust the perspective of onlookers whose expectations took little heed of the difficulties in China's path. To no country in the world is the fallacy of generalisation more applicable than to China, with its vast extent of territory, its scarcity of communications and its diverse population. Consequently all attempts to summarize situations in general terms must lack some measure of accuracy in their application to individual portions of the Empire, and we must, therefore, content ourselves with indicating symptoms which by their increasing dissemination appear to be gaining for themselves the hall-mark of universality. But if it is necessary to single out one characteristic feature that seems to dominate the past year, it must be styled the drawing together of the nation, the dawning of a national feeling. It has manifested itself in many ways. More lively interest is taken in the affairs of the nation as a whole and of other provinces; the campaign against foreign-built railways has elicited an exchange of sympathy or support between widely separated parts of the country; while to promote a feeling of imperial solidarity a Travelling Commissioner in the person of Yang Shih-chi, Vice-President of the Ministry of Agriculture, Works and Commerce, was by Decree dated August 21 sent to visit the Chinese communities in the South Pacific. Moreover, tradition was so far departed from that a party of 25 students belonging to families who had settled many generations before in Java were not only permitted to come to China to complete their studies, but were assured of a special welcome on their arrival.

OFFICIAL CHANGES.

Nothing is more symptomatic of the transition stage through which China is passing than the uncertainty that has prevailed in the counsels of Peking and has found expression in a bewildering series of changes among the occupants of the higher posts of the Empire. Two only of the eight (now nine with the inclusion of Manchuria) viceroyalties have retained the same viceroys throughout the year, while governorships have been subjected to similar modifications. One Viceroy, Tsên Chun-hsuen, has held or has been appointed to do less than five posts during the year before being allowed to retire into private life; three Governors were appointed to Heilungkiang in the first three months of its existence as a province; at least seven incumbents were nominated in as many months to the Ministry of Posts and Communications. The close of 1906 found Viceroy Yuan Shih-kai apparently under a cloud in regard to the Imperial favour, and every effort was made by his opponents at Court to complete the estrangement between the Palace and the powerful Viceroy at Tientsin. For a time it seemed as if the forces of reaction were in the ascendant; Viceroy Yuan resigned many of his offices, while even his own special creation, the direction of army affairs, passed into the hands of a quondam friend, but now acknowledged rival, Tieh-Li ng. To what extent these resignations were voluntary, it is difficult to say; but subsequently events have shown that, if H.E. Yuan stooped, it was to conquer, and his opponents were left to derive what satisfaction they could from Decrees reprimanding Yang Shao-yi, his chief protégé. On August 24 the feelings of the Throne towards Viceroy Yuan Shih-kai were placed beyond the possibility of doubt, when an Edict, ostensibly dealing with the Yun-kuei provinces, contrived to hold him up with their Excellencies Tuan Fang and Chang Chih-tung as model officials of the Empire. Within a fortnight, on September 4, H.E. Yuan was appointed Grand Councillor and President of the Waiwupu and the close of the year finds him, to all outward appearances, firmly established in the Capital as the strong man of China. H.E. Chang Chih-tung, despite his years, also exchanged a Viceroyalty for a position in the Central Government, and as Grand Secretary and Comptroller-General of the Ministry of Education must also be regarded as a power behind the Throne. Prince Chun and Duke Tsai Tseh also call for mention as sharers of the same power, Prince Ching appears content to follow the lead of Yuan Shih-kai; his son and heir, Prince Tsai Chên, resigned the Presidency of the Ministry of commerce on being denounced by a Censor, although the latter was cashiered, and from that time has remained in private life. H.E. Chang Chih-tung has been succeeded at Wuchang by H.E. Chao Erh-tên, formerly Tartar General at Mukden, while H.E. Yang Shih-hsiang is Acting Viceroy of Chihli. The Canton Viceroyalty has experienced many vicissitudes, having passed during the year under the administration of Chou Fu, Tsên Chun-hsuen and Chang Jên-chün.

REFORMS.

Although there may not be many concrete facts to record under the heading of Reforms, some idea of the progress that China is unconsciously making may be obtained from an incident that occurred in Japan in October. At a meeting of Chinese reformers held in Tokio, Liang Chi-chao, one of the speakers, was driven off the stage under threats of personal violence for being a reactionary and a traitor to the cause of reform. Nine years ago Liang Chi-chao fled to Japan to escape the death penalty as one of the band of reformers whom the Empress Dowager's *coup d'état* effectually routed. His own views have not changed since the days when he was regarded as an ultra-radical by a conservative Government; but to-day the views he held in 1898 have become the avowed programme of the Peking authorities, only in turn to appear reactionary to others of his compatriots who have moved still further in the path of reform.

In any given year the progress may well be difficult of measurement. Of the two big reforms promulgated in 1906 the suppression of opium has, perhaps, achieved the larger quota of success. The enforcement of the regulations depends still on the attitude of the local officials in each town or district, but the year has seen a marked growth in popular disfavour of the practice of opium smoking. In Peking officials have been suspended or dismissed from their posts for failure to rid themselves of the habit, while in one or two cases the death of an official has been attributed to his abstention from opium. On October 10 it was found necessary to extend by three months the term within which civil and military authorities in the provinces would be expected to give up smoking. During the year opium dens in numerous towns were closed. But in very few instances have strict measures been adopted to curtail the sale of the drug. In view, however, of the popular feeling against opium both the sale and the production tend to diminish automatically, if slowly.

In the matter of education the past year has acted as a mild test of the sincerity of the movement inaugurated in 1905 and 1906 amid such a flourish of trumpets. Here again the feeling of the nation has been roused in favour of modern education, but in numerous instances schools opened in the heyday of public enthusiasm have been forced to close down, because neither teachers nor funds, in the last resort, not even pupils were forthcoming. China has yet to learn the advantage of well-considered methodical action over enthusiastic spurts in the attainment of real reform.

The second annual examination for Returned Students was held in Peking on October 4 and 6, but certain innovations regarding the marking of papers according to an arbitrary appraisal of the value of the candidate's foreign degree provoked dissatisfaction and may cause the examination to fall into disrepute. A competitive examination for students proceeding to America was instituted in 1907, and the official imprimatur was placed on foreign education by the dispatch of 25 Shansi students to England to complete their education, of military cadets for service with the French Army and of eight midshipmen to serve on board the China squadron of the British Navy.

FOREIGN RELATIONS.

From this attitude towards foreign education it will be inferred that the official relations of the Chinese Government towards foreign countries has remained friendly. Nevertheless the year proved an abnormally busy one for the Waiwupu. In the majority of instances, however, any tendency to friction has been confined to the negotiations between the Central and the Provincial authorities concerned rather than between the Chinese and a foreign Government. Notably has this been the case in the matter of railway concessions and of the measures proposed by the British Government for the suppression of piracy on the West River. With her powerful neighbours to the North and East China has contrived to arrive at various understandings, although the New Year finds the boundary question in regard to Chientao or the Middle Island still unsettled. Neither Japan nor China has shown any signs of giving way from its original standpoint, but there are as yet no symptoms that the difficulty is to be solved by other than diplomatic means. The Yalu Forestry question also remains unsettled as far as any satisfactory agreement is concerned.

MANCHURIA.

The year saw the restoration of Manchuria to China, and the three Eastern Provinces were formed into a Viceroyalty under H. E. Hsu Shih-chang, with their Excellencies Tang Shao-yi, Chu Chia-pao and Cheng Teh-chuan, Governors of Fengtien, Kirin and Heilungkiang respectively at the end of December. Order prevails in the southern province, but little success has been achieved in suppressing the lawlessness of the two northern provinces. Branches of the Imperial Maritime Customs have been established at Tairen, Antung, Tatung-kou and Mukden, while a number of towns in the interior have been opened to foreign trade. The general situation, however, is dominated by Japan's high-handed policy, China's weakness and Japan's aggressiveness threaten to undermine the commercial interests of all other Powers in this Viceroyalty.

MONGOLIA AND TIBET.

Proposals have been made to bring Mongolia into line with the other provinces of the Empire; but no definite scheme has yet materialized. Kashgar, however, becomes an open port.

H.E. Chang Yin-tang, Assistant Imperial Resident, arrived at Lhasa on January 23 and has since urged the Peking Government to lose no time in meeting all its obligations to the Indian Government, in order that China may be free to proceed with the re-organization of Tibet. The Ministry of War has decided to send foreign-modelled troops to garrison the country. A colonization scheme was formulated by the Szechuan authorities, but has achieved no success, and the Tibetans both on the Chinese border and in a large extent of territory generally included to China proper give little or no evidence of their allegiance to the Emperor at Peking.

INTERNAL CONDITIONS.

In sharp contradistinction to the year 1906 the past twelve months have been prolific in disturbances of greater or less importance. Probably no province has escaped altogether, while in ten or more the situation at one time or another was sufficiently acute to cause the authorities anxiety. The year opened with a disastrous famine raging in Northern Kiangsu and in the adjoining portions of Anhui, Shantung and Honan; scarcity prevailed in many other districts during the succeeding months, and this added to a general enhancement of prices and irregularity in the rate of exchange pressed hard on the poorer classes. Most of the disturbances are attributable to a scarcity of rice or to the actions of local officials tending to raise the cost of living. At the same time "revolutionary" forces have been particularly active, although it is sometimes difficult to distinguish these from unsophisticated bandits. The notorious Dr. Sun Yat-sen has throughout the year attracted considerable attention, although much uncertainty prevails regarding his whereabouts. To his agency are attributed the disturbances at Wongkong, Kwangtung, in May, and simultaneously at Lienchow and Pakhoi. Bodies of troops had also to be mobilized to deal with a large gang of bandits who attacked the Methodist Mission Church at Hsiochio in Chekiang in March and, with considerable unrest in Shantung still earlier in the year. Avowedly anti-foreign disturbances on a serious scale were confined to the trouble at Kaihsien, Szechuan, at the beginning of June, when a number of missionaries were attacked and severely handled, and to the Kanchou (S. Kiangsi) disturbance in September, when an Italian priest was murdered. Shensi, Hupeh, Honan, Hunan and Anhui were also the scenes of riots, while nearer home we had Chekiang in a continual ferment and a series of outrages in the neighbourhood of the Settlement culminating in the murder of Police Constable Morrow on March 11.

On July 6 the whole of Chinese officialdom was rudely shaken by the assassination of H.E. En Ming, Governor of Anhui, by a subordinate representing the advanced school of Chinese reformers. At once a reactionary wave passed over the country and to it may be attributed the closing of many schools. Stringent precautions were ordered against students from Japan in general and a vindictive crusade was started against the family and friends of the assassin. To the general feeling of anxiety in regard to the spread of revolutionary activity may be set down the Decree of October 17, which held Viceroys and Governors responsible for any unrest in their territories after six months from the time of their assuming the reins of office.

EDICTS.

The reference to edicts recalls the fact that few years within recent times have been so prolific of Imperial pronouncements of a striking character as the period under review. Consideration of space prevents more than the mention of the most important. On Feb. 11 [illegible]

THE ROYAL HONGKONG GOLF CLUB.

The first monthly competitions for the 1908 Captain's Cup (presented by the Captain of the Club for 1908) was held at Happy Valley from the 4th to 6th January, 1908. The following returns were made:—

CAPTAIN'S CUP.

Mr. M. A. Murray †	82	5	=77
Mr. E. V. D. Parr †	85	8	=77
Colonel H. Martin, R.A.M.C.	91	12	=79
Mr. E. F. Mackay	85	5	=80
Comr. H. C. R. Boucher, R.N.	87	7	=80
Mr. C. R. Satterthwaite, R.E.	87	7	=80
Mr. W. D. Kraft	88	7	=81
Mr. F. W. Warre	88	7	=81
Mr. C. W. May	90	7	=83

(21 entries).

POOL.

Capt. E. Beetham*	94	18	=76
Mr. E. V. D. Parr	85	8	=77
Mr. H. G. Wilson, R.N.	84	6	=78
Mr. T. E. A. Dalyell, 129th	83	4	=79
Comr. H. C. R. Boucher, R.N.	87	7	=80
Mr. C. R. Satterthwaite, R.E.	87	7	=80
Mr. W. D. Kraft	88	7	=81
Mr. F. W. Warre	88	7	=81
Mr. C. W. May	90	7	=83

(25 entries).

† Tie for Captain's Cup.
* Winner of Pool.

On the 22nd ulto. the civilian members of the Club played a match against the United Services at Happy Valley and on the 5th inst. a return match was played, the civilians being successful in both games. The following are the results:—

22nd December, 1907.

Singles.

T. S. Forrest	0	Lt.-Col. Dumbleton, R.E.	1
R. O. Hutchison	1	Lt. T. E. A. Dalyell, 129th	0
E. J. Grist	0½	Col. Aitken, 129th	0½
A. Gittins	1	Capt. Thursby, R.N.	0
E. F. Mackay	0½	Major Lowis, 129th	0½
M. A. Murray	1	Commander Boucher, R.N.	0
W. M. Anderson	0½	Mr. H. Wilson, R.N.	0½
C. W. May	0½	Col. Martin, R.A.M.C.	0½
	5		3

Foursomes.

Forrest & Hutchison	1	Dumbleton & Dalyell	0
Grist and Gittins	0½	Aitken and Thursby	0½
Mackay and Murray	1	Lowis and Boucher	0
Anderson and May	0	Wilson and Martin	1
	2½		1½

Return Match on 5th January.

Singles.

T. S. Forrest	1	Lt.-Col. Dumbleton, R.E.	0
R. O. Hutchison	0½	Lt. T. E. A. Dalyell, 129th	0½
E. J. Grist	0	Col. Aitken, 129th	1
A. Gittins	1	Capt. Thursday, R.N.	0
C. E. H. Beavis	1	Major Lowis, 129th	0
E. F. Mackay	1	Commander Boucher, R.N.	0
M. A. Murray	1	Mr. H. G. Wilson, R.N.	0
C. W. May	1	Col. Martin, R.A.M.C.	0
	6½		1½

Foursomes.

Forrest & Hutchison	1	Dumbleton & Dalyell	0
Grist and Gittins	0	Aitken and Thursby	1
Beavis and Mackay	0	Lowis and Boucher	1
Murray and May	1	Wilson & Martin	0
	2		2

The Chinese Engineering and Mining Co. Ltd. announce that the total receipts of the Company's three mines for the week ended December 29, 1907, amounted to $[illegible] for the week ended during the same period [illegible]

YAUMATI HOSPITAL.

AN APPEAL

TO THE BRITISH AND FOREIGN COMMUNITY

On behalf of the Yaumati Hospital Committee, the Hon. Mr. A. W. Brewin, Registrar General, requests us to publish the following appeal to the British and Foreign Community for subscriptions. A list is attached of Chinese subscriptions of one hundred dollars and over, and His Excellency the Governor has also given one hundred dollars:—

The Yaumati Hospital Committee beg to appeal to the philanthropy of the British and Foreign Community in Hongkong on behalf of a hospital for Chinese which it is proposed to build on the Kowloon Peninsula. According to the last Census the Chinese population of Old and New Kowloon numbered 70,000. There is at present no hospital accommodation on the north side of the harbour and all sick people have to be sent across to Victoria.

Up to date subscriptions to the amount of $51,260 have been collected and promises have been received of $12,000 more. Plans have been prepared by Messrs. Palmer and Turner of a hospital to contain 210 beds. It is proposed not to do more at present than build the administrative block and accommodation for 70 patients, and it is believed this will suffice for some years.

The Government has been approached and His Excellency the Governor assured the Committee that he attaches very great importance to having a Chinese hospital in Kowloon and is anxious to give the utmost support that is practicable to the scheme. His Excellency has promised also to endeavour to obtain for the hospital a grant of a site, of an endowment of $30,000, and of an annual subvention of $6,500.

It has been calculated that subscriptions to the amount of $100,000 will permit of the hospital being built fully equipped and started free of debt and will, with the help of annual subscriptions, enable it to be maintained on a scale suitable for the present needs of the Peninsula.

European treatment will be offered to all Chinese who wish to avail themselves of it and a Chinese surgeon—a licentiate of the Hongkong College of Medicine—will be a member of the staff, whilst one of the members of the Government medical service will be visiting surgeon. Subscribers may therefore be assured that, whilst the wishes of the Chinese will be met, the resources of modern science will be made use of. The hospital will be conducted as a branch of the Tung Wa Hospital.

(Sgd.):—Ho Kai, Wei Yuk, Fung Wa-chün, Lau Chü-pak, Chau Chi-hing, Chau Shiu-kei, Chiu Chung-hau, Ho Kam-tong, Ho Ngok-lau, Ku Fai-shan, Li Fung-shan, Li Yau-chüo, Pun Yan-chün, Tang Chi-ngong, Tong Lai-chün, and Wu Hoi-chau.

6th January, 1908.

Following is the list of subscribers and amount of subscriptions:—

Tsoi Ho Shi	$4,000.00
Ho Ngok Lau	3,000.00
Lau Chin-ting	2,000.00
Shing Wo & Co.	2,000.00
Li Yau-chun	1,000.00
Choi Lup-chee	1,000.00
Kwok Siu-lau	1,000.00
Tang Lan-kok	1,000.00
Lam Heung-lun	1,000.00
Li Ping	1,000.00
Tang Chi-ngong	1,000.00
Tang Lup-ting	1,000.00
Yan Wo & Co.	1,000.00
Chap Shing & Co.	1,000.00
Wong Kei-sam	1,000.00
Wong Lai-chun	1,000.00
Lo Kun-ting	1,000.00
Tung Kee	1,000.00
Chan Chik-ue / Chan Kang-ue	1,000.00
Hop Hing Hong	1,000.00
Ho Hiu Shang	1,000.00
Un Fat Hong	1,000.00
Man Loong	1,000.00
Kwong Mau Tai	600.00
Chan Ting-san	600.00
Yung Yik-ting	500.00
Kin Tai Lung	500.00
Tong Lai-chun	500.00
Sin Tak-ian	500.00
Tai Wo Hong / Ip Shun-kam	500.00
Chan Kit-shan	500.00
Chau Chi-hing	500.00
Mok Tso-chun	500.00
Wong Tseung Wa	500.00
Ho Chak-sang	400.00
Un Lee	300.00
King Wo	300.00
Ip Shau-chi	300.00
Tsang King	300.00
Lai Kwai-pui	300.00
Li Fung-shan	300.00
Wei On	250.00
Li Po-kwai	200.00
Ho Tai-shang and an annual subscription of	200.00 / 100.00
Chiu U-tin	200.00
U Tak Shing	200.00
Ip Oi-shan	200.00
A. W. Brewin	200.00
Chau Hing-kei	200.00
Yau Cheung	200.00
Chan King-wan	200.00
Mok Yeuk-lim	200.00
Li Un	200.00
Fuk Lung	200.00
Leung Yan-po	200.00
Ming Lee	200.00
Siu Uen-fai	200.00
Yi On & Co	200.00
Hu Shun-chun	200.00
Ku Chik Hing Tong	200.00
Po On & Co	200.00
Chun On & Co	200.00
Man On & Co	200.00
Chan Tse-wun	200.00
Leung Pui-chi	200.00
Pun Yan-chun	200.00
Shi Wo	200.00
Lau Chu-pak	200.00
Uen Lai-chun	200.00
Ku Fai-shan	200.00
Chan Chun-chun	100.00
Tseung Wo	100.00
Fat Kee	100.00
Wu Wan-cho	100.00
Wong Lau-shang	100.00
Chan Kim-shin	100.00
Lo Cho-shan	100.00
Wu Hoi-chau	100.00
Shiu Lung	100.00
Tse Ching-po	100.00
Chan Tan-hin	100.00
Siu Shiu-shang	100.00
Un Shing	100.00
Ng Li-hing	100.00
Him Tai	100.00
Tso Shin-wan	100.00
Au Wan-ching	100.00
Fok To-kai	100.00
Tsui Oi-tong	100.00
Li Shau-hin	100.00
Ko Shun-kam	100.00
Cheung Shu-kai	100.00
Chau Siu-kai	100.00
Yung Shin-po	100.00
Fan Pai-shan	100.00
Ip Chang-kan	100.00
Chan Cheuck Wing	100.00
Li Kai	$100.00
Kwong Man Tseung	100.00
Li Fung	100.00
Tit Hong Compradore Department	100.00
Lu Kang-chi	100.00
Wong Kwong Cheung	100.00
Lo Ming Yuk	100.00
Wan Bei	100.00
Lam Yim-lup	100.00
Kung Yan Shing	100.00
She Po-sham	100.00
Hongkong Procession	4,000.00
Chan Pak-pang	1,000.00
Tam Hok-po	300.00
Wong Shu-tak	200.00
Tseung Yee	200.00
Ching Cheuk-nam	200.00
Fong Fung-yat	200.00
Ma Wang Kee	150.00
San Sze Shing	150.00
Wong Wa-yam	150.00
Ma Wong Kee	120.00
U Tai	100.00
Leung Piv-ue	100.00
U Yam-ting	100.00
Wat Man-kai	100.00
Kwong Tak Cheung	100.00
Tsui Ping-nam	100.00
Tin Hing & Co.	100.00
Wong Tsoi Kee	100.00
Heung Man Kee	100.00
Kwong Shun	100.00
Wat Hip-sam	100.00
Tsun Hop	100.00
Ma Tseung Kee	100.00
Li Kit-chun	100.00
Ma Hoi-ching	100.00
Tsui Kwan-li	100.00
Chan Chi	100.00
Hung Cheung	100.00
Kwong Hip Lung	100.00
Yau Sui-chi	100.00
Wong Chiu	100.00
Chan Iu-nam	100.00
Mak Long-chun	100.00
Shiu Fung	100.00
Chan Kam-chun	100.00
Shiu Cheung	100.00
Wing Hop Lung	100.00
Him Tai	100.00
Kwong Sze Shing	100.00
On Hing Lung	100.00
Yau Hing	100.00
Tsun Lung	100.00
Yi Fong	100.00
Lau King-shan	100.00
Tiu Yuen	100.00
Cheung Yut Hong	100.00
Shang Cheung	100.00

JAPANESE IMPERIAL DIET.

FORMAL OPENING BY THE EMPEROR.

The *Japan Chronicle* of 31st ult. says:—On the 28th instant his Majesty the Emperor formally opened the Diet. The members of the two Houses assembled at the House of Peers shortly before 11 o'clock, most of the Ministers of State being present. His Majesty entered the Chamber at a few minutes past the hour, being accompanied by Prince Arisugawa, Prince Kanin and Prince Fushimi, Jun., Count Tanaka (Minister of the Imperial Household), Marquis Tokudaiji (Grand Chamberlain), General Okazawa (Chief *Aide de Camp*), and Count Toda (Grand Master of Ceremonies).

M. Matsuka (Minister for Agriculture and Commerce), on behalf of the Premier, Marquis Saionji, who was absent, handed the Imperial Message to the Emperor, his Majesty reading it in a distinct tone. The Message was as follows:—

"We, in performing the opening ceremony of the Imperial Diet, inform the members of the House of Peers and the House of Representatives that We are happy to state the relations between the Empire and the Treaty Powers are more cordial than ever, while the alliance with Great Britain is still further strengthened.

"With a view to permanently maintaining the peace of the Orient, agreements have been concluded with France and Russia, and a further agreement with Korea has brought the two countries into closer relationship.

"For the purpose of placing the finances of the Empire on a stronger basis, we have caused the Ministers of State to prepare a plan, and directed them to submit the Budget for the 41st fiscal year (1908-9) for debate by the Imperial Diet. We rely upon you, Lords and gentlemen, to comply with Our wishes, and discharge your duty in harmony in the interest of the State."

Prince Tokugawa, President of the House of Peers, stepped forward before the Throne, and received the Message, bowing in reverence. His Majesty left the Chamber at 11.20, and after a rest of a few minutes proceeded from the House to the Palace.

The Korean Crown Prince was among those present at the ceremony.

After the ceremony the House of Representatives assembled to consider the reply to the Imperial Message.

Mr. Sugita, President of the House, suggested that a Committee of nine members should be appointed as usual to draw up the reply. The House assented and the members were duly nominated, a recess being then taken to draw up the reply.

The sitting being resumed, the President submitted to the House the draft of the Reply to the Throne; and it was unanimously adopted. Thereupon the President announced that the sitting of the House would be adjourned until the 21st of next month for the New Year holidays.

The House was about to rise when Mr. Shimada Saburo (Editor of the *Tokyo Mainichi*) rose and said that it was customary for the Government to distribute among the members copies of the Budget on the day of the formal opening of the Diet. He asked why a departure had been made this year from the customary usage. The Budget for next year must necessarily deal with matters of vital importance, and it was not a little extraordinary that no statement had been placed in the hands of members. He suggested that the President of the House should urge the Government to submit the Budget statement at once.

The President replied that he had not yet received the Budget statement.

Mr. Shimada remarked excitedly that the House ought to feel ashamed in the circumstances to suspend the sitting for over twenty days without having the Budget statement before them for consideration, and he thought this procedure would affect the prestige of the House. He urged indignantly that the President should take immediate steps to obtain the statement from the Government.

The President replied that the Budget would be submitted immediately on its being formally handed to him by the Minister responsible.

The demand of Mr. Shimada was received by the members with indifference, and the House rose without any further reference to the matter.

The House of Peers assembled on Sunday morning, and adopted the reply to the Imperial Message, after which the election of the standing committees was proceeded with. Viscount Tani was elected Chairman of the Committee of the whole House, which stands adjourned until the 20th of next month.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

A WARNING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The First Sea Lord, speaking at the Lord Mayor's Banquet, pledged himself personally to an assurance to the nation that the British Navy was adequate, efficient, and in instant readiness for war. That assurance we accept without demur, for we know that it could only be based on a full knowledge of what up to then were the ascertained programmes and proposals of other Powers. Since that date, however, the German Government has submitted to the Reichstag a measure which foreshadowed a very considerable expansion to the present strength of the German Navy. The proposals this measure embodies are as follows:—

1. It provides that Germany shall in future lay down annually four armoured ships, in lieu of three heretofore customary.

2. Under it the German annual expenditure on the Navy that now stands at £13,900,000, will, by 1911, have attained to a sum of £23,000,000.

3. Apart from this there is to be extra expenditure on the widening of the Kiel Canal, and it goes without saying that the new ships Germany will lay down will greatly surpass in fighting power the present battleships that they will eventually replace.

4. The measure provides, with the method that is so characteristic of the most perfectly organised war Power in the world, that every armoured unit is to be replaced by an *Ersatz* within twenty years.

It is frequently stated that foreign programmes are often very much "on paper." There is in that assertion a modicum of truth, but we know, as regards the proposals which the German nation formulated and sanctioned in 1900, that they have been fully carried out, and that every unit projected in the measure that the Reichstag then approved has been punctually laid down up to 1906. In this connection we would wish to draw the serious attention of the public to the important precedent set by Lord Goschen—the then First Lord of the Admiralty—in 18.8. The Cabinet and the Admiralty having ascertained, after the introduction of the estimates for that year, that an abnormal expansion in Russian naval expenditure had been sanctioned, replied in the month of July, bringing before the House a supplementary programme providing for the commencement of four battleships and four armoured cruisers in addition to the normal programme of the year. It is not overstating the case to say that the laying down of these vessels probably prevented the spread of the conflagration that soon followed in the Far East, by so increasing our naval power that Great Britain, whose interests were most vitally concerned, became practically the arbiter of the situation.

It is an undisputed fact that since the estimates of 1904-5 our naval estimates have been reduced by £6,400,000, while the outlay on naval works has been reduced by £4,000,000. It must be plain, however, to every man that in the period between 1904 and 1908 a reduction in the total British expenditure of over £10,000,000, accompanied as it has been by an increase in German expenditure of £6,500,000, gives food for anxious thought.

That a large proportion of the reduced British expenditure has been effected by a saving in "wastage," the Navy League willingly admits. None the less, however, do we firmly believe that whatever reductions in national expenditure have to be made, to effect them out of the naval estimates would be the falsest of economy. The Empire cannot safely rest content unless we annually spend on new construction a sum that will keep us well ahead of any two-Power standard.

The Navy League seeks in no way to press any policy of construction on the responsible officials and experts. It is for them to decide whether the money the nation so willingly gives shall be expended on battleships, cruisers, torpedo craft, or fleet auxiliaries. All we ask is that in every one of its component parts the Fleet shall be maintained at the standard of strength that is vital to our national existence—namely, that which would be sufficient to crush the naval power of any coalition that might be formed against us. To this end we ask the assistance of the Press and the aid of all patriotic citizens of the Empire.

We are, Sir,
Your obedient servants,
R. A. YERBURGH,
President,
H. SEYMOUR TROWER,
Chairman of the Executive Committee.
WM. CAIUS CRUTCHLEY, Secretary,
The Navy League,
13 Victoria Street, S.W.
December 9, 1907.

SHANGHAI DOCKS.

INTERIM DIVIDEND DECLARED.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic information from Shanghai, advising that the Shanghai Docks and Engineering Co., Ltd., have declared an interim dividend of Tls. 2½ per share for the six months ending 31st October, 1907.

GARRISON FOOTBALL LEAGUE.

FIXTURES FOR NEXT WEEK.

Monday, 6th, No. 88 Co. R.G.A., v. "A" Co. 3rd Mx. Referee: Q.M.S. Edwards, R.E.

Tuesday, 7th, No. 87 Co., R.G.A., v. "F" Co. 3rd Mx. Referee: Sgt. Atkins, A.S.C.

Wednesday, 8th, 40th Co. R.E., v. Departmental. Referee: L/c. Pickering, 3rd Mx.

Thursday, 9th, 25th Co. R.E., v. "H" Co. 3rd Mx. Referee: R.Q.M.S. Thorp, R.G.A.

Friday, 10th, No. 88 Co. R.G.A. v. "G" Co. 3rd Mx. Referee: S. Sgt. Tame, R.E.

Saturday, 11th, 40th Co. R.E. v. "H" Co. 3rd Mx. Referee: Gr. Greenwood, R.G.A.

Kick-off 3.45 p.m. sharp.

LAST WEEK RESULTS.

No. 83 Co. R.G.A.	0	"A" Co. 3rd Mx.	1
"F" Co. 3rd Mx.	6	"H" Co. 3rd Mx.	0
No. 88 Co. R.G.A.	4	40th Co. R.E.	1
"A" 40th Co. R.E.	2	"A" Co. 3rd Mx.	1

"A" 40th Co. played ineligible men. Game awarded to "A" Co.

LEAGUE TABLE.

	P.	W.	D.	L.	F.	A.	P.
"A" Co. 3rd Middlesex	10	8	1	1	27	5	17
"G" Co. 3rd Middlesex	9	8	—	1	22	5	16
"F" Co. 3rd Middlesex	9	8	—	1	35	8	16
No. 88 Co. R.G.A.	10	6	—	4	19	21	12
No. 40 Co. R.E.	9	4	—	5	30	21	8
Departmental	9	4	—	5	11	26	8
No. 83 Co. R.G.A.	10	1	—	9	12	38	2
No. 87 Co. R.G.A.	7	1	—	6	14	18	2
"H" Co. 3rd Middlesex	8	1	—	6	7	20	2
No. 25 Co. R.E.	7	1	—	6	4	25	2

* 2 points for game forfeited by 25th Co. R.E., 30-11-07.

† 2 points for game forfeited by No. 87 Co. R.G.A., 14-12-07.

SHANGHAI TRADE DURING 1907.

Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade deals with the past year as follows:—

Looking back at the opening remarks in our first report in the year just past it is impossible to miss seeing the endeavour there was then to view the position of the trade in the most favourable light. It was obvious to every one that the trade had been overdone, and it was merely by a succession of unexpected, but invariably lucky circumstances, that the hope of all interested in this were constantly buoyed up. It was, for instance, never for a moment anticipated that transactions with the United States would dwindle down to a mere fraction of what they were the previous few years, and that simply through the enormous increase in the home demand for goods. To that must be attributed, chiefly the resuscitation of the market so far as it goes, for it has enabled the heavy stocks to be worked off fairly satisfactorily and that in spite of the disappointing collapse of the Manchuria trade. Of course the carrying charges have been excessively heavy and caused disastrous losses to many, but think what the result would have been had manufacturers been forced to dump down on this market surplus supplies at cheap prices, as used to be the case in former years, and that without any too scrupulous consideration of their clients' interests on this side. That the trade in Manchester goods, so far as the volume goes, has not been unsatisfactory must be conceded. In almost every case the deliveries show a fair average as compared with recent years, and that, it must be remembered, without the assistance to so large an extent as formerly of the Manchurian trade, which surely means progress in other directions. That the trade was not remunerative as a whole must not altogether be attributed to lack of demand or bad conditions in the country, it is simply through the increased competition, and more especially the almost unseemly eagerness which was shown by Manchester Manufacturers to force their goods on the already well stocked market. The visit of those forty-six or seven drummers to this market will long be sorely remembered; no one has benefitted by it and the trade has come near to being ruined. Manchester is well catered for in this market by British, American, German, Dutch and French firms of good standing, all of whom are anxious to do as large a trade as possible in any line, and which should surely create all the competition that is healthy and sufficient, without the extraneous aid of special agents.

Exchange has been the most puzzling factor throughout the year and promises to continue to be so for a long time to come. The manner in which it is now being manipulated to foster gambling between the natives and the Foreign Banks does not forebode any assistance to legitimate trade, as it must make all forward transactions more speculative than ever. This is much to be deprecated, rendering, as it does, the position of Importers more risky and uncertain if they have not the control of their constituents' Exchange settlements.

Messrs. Ilbert and Co.'s Market Report says:—

The year which closes to-day will long be remembered as one of the worst in the history of the import trade; it began with somewhat brighter prospects than characterised the closing months of 1906, but the more cheerful feeling was shortlived and as spring advanced it became apparent that a long and weary period of depression, which unfortunately still continues, was in store for the trade. This depression is partly the result of overtrading in 1905, when an enormous business was done, many of the contracts having to be placed for delivery nine and even twelve months ahead; a considerable portion of these purchases arrived at a time when demand had died away and they brought about an unwieldy accumulation of stock, which has been in process of liquidation throughout this year. The liquidation has been retarded by direct shipments from the producing markets to the Northern ports, which formerly drew the great bulk of their supplies from here—direct shipments from Japan to Manchuria, Chihli and Shan-tung, and from Europe, America and India mainly to Tientsin; the transference of trade was facilitated by importers in the North, who delivered goods on credit, whilst cash on delivery is the custom of the trade here. A portion at any rate of the business done in the North has proved to have been artificially stimulated by the freedom with which credit has been given; probably a large proportion of the trade would not have been done at all but for the financial facilities offered. Some definite understanding as to the basis upon which the Northern trade is to be carried on in the future will have an important influence in expediting or retarding a re-establishment of sound conditions here.

Whilst the situation in the North may be unsound, there is also plenty of room for reform here also; much good might be done if by co-operation between foreign importers and the Chinese dealers through their guilds, some restriction of facilities to untrustworthy operators were brought about. If the guilds were to give references as to the standing and resources of the various hongs, dividing them into classes as is customary with the Chinese banks, recording the names of the partners in each firm, notifying changes therein it is probable that a check upon irresponsible trading would ensue, to the mutual benefit of both foreigners and Chinese. The Yarn guild is endeavouring to establish a system of deferred payment of brokerage, which is a move in the right direction.

Another influence in retarding liquidation in 1907 has been the rigid continuance of auction sales, upon the same magnitude as when times were prosperous. When demand falls off and prices decline below the level of the producing markets, merchants generally stop buying in the hope that curtailment of supplies will bring about a reaction; this policy is not adopted by sellers at auction; they continue to dispose of undiminished quantities throughout the whole period of stagnation, with the natural result that the level of prices is artificially depressed, the existing depression is prolonged, and recovery postponed. It is difficult to believe that the laws of supply and demand do not apply equally to all trade, whether it is done by private contract or public sale.

Last but not least, exchange has again become a disturbing element in our market; no trade can be prosperous when there are variations within three months of 25 to 30% in the value of the currency in which it is carried on. Silver still is an important factor in the internal circulation of many of the most important countries in the world,—of France, and other European States, America, India, and the Far East generally—and perhaps the outcome of the present crisis in West may be to bring about renewed attempts to establish a universal standard for all commercial nations. It is said that China is not so indifferent to this question as she is supposed to be, but that the difficulty of the Imperial Government is to know what practical steps can be safely undertaken. At a time when the financial journals of England are advising the American Government to meet the scramble for currency by issuing inconvertible notes it is not clear to residents in a silver country like China, why silver notes, based upon a fixed ratio to gold or the Indian principle, cannot be availed of to relieve the stringency. The option of making internal payments in silver, which prevails in France, would tend to put a check on hording gold in times of panic, and the greater use of silver would tend to prevent periodical panics in the silver market.

GARRISON MOVES.

DISEMBARKATION AND EMBARKATION.

7th inst.

The 119th Infantry will move into Camp on Parade Ground at Kowloon to-day, and the Officer Commanding will hand over the matsheds to Officer Commanding, 129th Baluchis.

The 129th Baluchis will move into the Matsheds vacated by the 119th Infantry, to-morrow. The Officer Commanding, 129th Baluchis will hand over Whitfield Barracks to the Officer Commanding, 2nd Queen's Own Cameron Highlanders. The O. C., A. S. Corps, will arrange to equip Whitfield Barracks for occupation by the Cameron Highlanders.

The 2nd battalion, Cameron Highlanders, will disembark at Kowloon on Thursday, 9th instant, and be quartered in Whitfield Barracks.

The 119th Infantry will embark for India on Tuesday, 14th instant, on R. I. M. T. *Hardinge*.

All details awaiting passage to India will proceed on the *Hardinge*.

One Company of the 2nd Cameron Highlanders will disembark at 10 a.m. to-morrow, to be quartered in Mount Austin Barracks. O. C. A. S. Corps will arrange necessary transport. The Officer Commanding, 3rd Middlesex Regiment, will arrange for handing over the necessary accommodation.

OIL MERCHANTS DISAGREE.

SUIT FOR BREACH OF CONTRACT.

The Nam Mow firm of oil dealers, 154, Connaught Road West, brought action at the Supreme Court, yesterday morning, against the Hop Fook Cheung firm, of 5, Wing Wo Street, to recover the sum of $200.61, being the amount of ascertained and liquidated damages and loss sustained by plaintiffs by reason of the breach by the defendant of their contract, dated 6th November, 1907, to sell the plaintiffs and deliver within seven days certain goods, which the defendant failed to deliver.

Mr. Dixon, of Mr. Reginald Harding's office, appeared for the plaintiff; Mr. Sargent, of Messrs. Wilkinson and Grist, acted for the defendants.

Mr. Dixon stated that the plaintiffs' first transaction with the defendants took place on the 28th October. On that day they ordered 500 tins of Swatow oil from them to be delivered within ten days. This order was not what the plaintiffs were suing on, but it was being mentioned as it had reference to the case. On 4th November, 200 tins were delivered on that contract.

Mr. Justice Wise—Was the delivery made in time?

Mr. Dixon—Yes.

On the 6th November, he pursued, a second contract, under which they were now suing, was entered into between the parties, in which the defendants contracted to deliver to the plaintiffs 500 more tins of oil. On the 6th November plaintiffs paid for the 200 tins previously delivered. On the 9th November—three days later—plaintiffs received an order from another firm for a quantity of oil. They sent round their broker to the defendant firm to hasten the delivery of the 800 tins—300 on the first contract and 500 on the second. "Delivery will be made in a few days," was the defendants' promise. On the strength of that plaintiffs entered into a sub-contract for a quantity of oil to supply their customer, at the increased rate of Tls. 12.65 per picul. After this the defendants were again approached. This time they delivered the 300 tins which were still due on the previous contract, but plaintiffs were put off when they applied for delivery of the 500 tins mentioned in the recent contract. On the 14th November plaintiffs received a letter from the sub-contractor demanding delivery of their oil. Defendants were informed of this and they promised delivery in two days as they expected a ship by that time. On the 22nd the sub-contractor again wrote to plaintiffs demanding delivery and threatening proceedings if they failed. The following day a *fokl* of the defendants went to the plaintiffs and promised to let them have 200 tins only on their contracts and compensation for the delay. This the plaintiffs refused to accept as they knew that defendants had received a shipment of oil and were supplying other parties. Plaintiffs had, therefore, to purchase 500 tins, at Tls. 12.75 per picul, to supply the sub-contractor. They had contracted with the defendants for the oil at the rate of Tls. 11.75 and they were suing to recover the difference.

Evidence was then called.

For the defence it was contended that they delivered the number of tins, according to the contracts, to the plaintiffs, and that the latter refused to accept them on the ground that they had no storage accommodation.

His Worship gave judgment for the plaintiffs, and costs.

PIRACY IN CHINA.

Mr. Rowland Mulkern writes to the London newspapers:—The committee of the Chinese Reform League desire me to state that the presence of foreign gunboats on the West River, ostensibly for the purpose of suppressing piracy, is a source of much irritation to the people of Southern China. The efforts which the members of the Chinese Reform League have always made to heal old wounds and bring about a better feeling between their countrymen and foreigners, can be of little avail so long as the latter continue to offer provocation by undue interference in Chinese affairs. Acts of piracy committed against native craft, however regrettable, are no concern of foreigners, whilst in cases where foreign vessels are attacked, the best course to pursue would be to demand heavy compensation from the Viceroy of the province in which the outrage occurs. The actual interference of foreigners merely provokes the Chinese people, and promotes a feeling of sympathy towards the pirates.

A MISSING JURYMAN.

"ABSENCE CAUSED BY LOSING A LAUNCH."

At the Coroner's inquiry which was held at the Magistracy, yesterday afternoon, to inquire into the cause of the death of Signalman R. H. Street, the first juryman's name to be called was E. M. Hayward, who was absent. Soon after the inquiry had began Mr. Hayward appeared and remained until the adjournment when Usher Fox ushered him into the court-room.

Mr. Gompertz—Why were you not here when your name was called?

The late juryman replied that he had missed the launch.

Mr. Gompertz—Owing to your absence another gentleman had to take your place.

Mr. Hayward—I would have been glad to have relieved him.

Mr. Gompertz—When did you arrive?

"Soon after the Court had started," was the answer.

He was allowed to go.

THE SIAMESE BUDGET.

The report by the Financial Adviser (Mr. W. J. F. Williams) on the Budget estimates of Siam for the year 126 (1907-08), as compared with the corresponding figures for the year 125 (1906-07), and with the actual revenue and expenditure of the year 124 (1905-06), is an interesting document. The actual revenue of the year 124 (1905-06) was 51,657,559 ticals, against the estimated figure of 53,500,000 ticals, and the actual expenditure 50,035,524 ticals, against 52,875,083 ticals, showing a surplus of 1,622,015 ticals, against the estimate of 126,917 ticals. The revenue last year was estimated at 54,700,000 ticals, and the expenditure at 54,430,433 ticals, against the estimate of 126,917 ticals. The revenue last year was estimated at 54,700,000 ticals, and the expenditure at 54,430,433 ticals, showing a surplus of 269,562 ticals. For the current year 126 (1907-08) the revenue estimated at 50,700,000 ticals, and the expenditure at 56,261,524 ticals, showing a deficit of 5,561,524 ticals. From the above figures it will be seen that the final result of the incomings and outgoings of the year 124 was an actual realised surplus of 1,622,015 ticals, as compared with an estimated sum of only 126,917 ticals. This favourable result was due entirely to the expenditure falling short of the budget provision by a sum of 2,837,559 ticals, as the revenue collections were, in themselves, less by 1,342,461 ticals than the amount estimated. The difference between these two sets of figures viz., 1,495,098 ticals, added to the estimated surplus of 126,917 ticals, gives an actually realised excess of revenue over expenditure amounting to 1,622,015 ticals. The accounts for the year 125 (1906-07) are not yet finally made up, but it is expected that the result of the year's operations will approximate closely to the figures published in the last report.

The deficit is the outstanding feature of the budget for 126, and I may state at once that this very unusual result is due partly to an estimated falling-off of revenue to the extent of 4 millions of ticals and partly to an increase of expenditure, over that of 125, of 1,831,086 ticals—the combined effect of these two changes being that last year's estimated surplus of 269,562 ticals is replaced by a deficit of 5,561,524 ticals. Of the drop of 4 million ticals in the revenue, over 3½ millions are due to estimated shortage under two heads alone, viz., Opium and Chinese Poll Tax. It may also be of interest to note that the scarcity of the rainfall last year, and the consequent poor rice crop account for a further aggregate reduction of over 1,369,000 ticals under the heads, Spirits, Land and Fishery Taxes, Customs and Railway Traffic. The diminution of revenue under these heads, being due to climatic cause, is, of course, only of a temporary character, and the monsoon this year having been a plentiful one up to date, there is every reason to believe that the loss will be more than made up in next year's budget. The deficit estimated for this year will be met from the Treasury reserve. The net decrease of 2,173,000 ticals odd under opium is due to a variety of causes. In the first place the estimates of the years 124 and 125, though based upon the actual bids of the farmers were altogether too high, even after allowing for the increase from 6 to 7 ticals per tael in the selling price of the prepared drug, which was sanctioned from the beginning of 124. The farms were sold for the triennial period 124 to 126 at an advance of 50 per cent. over the figure for the years 121 to 123—the actual increase being from 7 millions odd to 11 millions odd. The natural result of so heavy and sudden a rise was that the realised collections of the year 124 (the first of the new period) fell short by over 1 million ticals. In the next place, the holders of the principal opium farm unfortunately disagreed among themselves, and a certain group of the shareholders had to be bought out at a heavy cost—thus necessitating the formation of a new syndicate which, in its turn, was replaced by a fresh group. All these disagreements and changes naturally had a prejudicial effect on the working of the farm, which fell heavily into arrears with its instalment of revenue, until finally the Government was compelled to step in and take over the whole concern itself. This event took place on Jan. 19, 125 (1907), and the interposition of the farmer, between the Government and the retail vendor, is thus a thing of the past over the greater portion of the country—the whole business of purchasing the raw opium, preparing it for consumption and arranging for its sale to the public through the agency of wholesale and retail dealers, being now vested in a separate department of the Ministry of Finance. This important change is expected to have beneficial results from the revenue point of view, besides being regarded as a considerable advance in the direction of freeing the financial administration of the State from the uncertainties and dangers incidental to a system of revenue farming. Before closing this part of the report, it may be useful to recall the fact that the Siamese Government has voluntarily surrendered over 3 million ticals of revenue per annum by the entire closing of all provincial gambling houses. For the final accomplishment of its purpose, viz., the abolition of the remaining gambling houses (now confined to the Capital) the Government must await the result of the negotiations with the Treaty Powers for an enhancement of the general import duty, at 5 per cent. It is impossible to face any further loss of revenue without some *quid pro quo*.

From the detailed figures of imports it would appear that last year's trade was fairly normal, and as regards exports this was no doubt the case. In other respects, however, the valuations are affected by the rate of exchange. Thus, while on the face of it, the goods paying a 5 per cent. the real increase of about 6 million ticals only, or 10 per cent. the real increase in value must have been considerably greater, as the heavy rise in exchange last year naturally tended to reduce valuations, as stated in ticals. If the total imports of the last three years be converted into sterling at the average rate of exchange for each period, viz., 1s. 11d. in 123, and 1s. 9 15/16d., respectively, the figures would work out at £4,136,725 for 123, £4,089,485 for 124, and £5,119,575 for 125—the latter being an increase over that of 124 of £1,027,890, representing just above 25 per cent., while the increase as compared with 123 is £878,649, or 20.7 per cent. These figures may, I think, be taken as representing the actual state of affairs as regards the total imports of the last three years. In view of the comparatively poor rice crop of last year, it was generally anticipated that the exports this year would show a considerable falling off, but it is now probable that the figures for 126 will not be as small as might have been supposed. In the case of teak although the felling season last year was not favourable, owing to some scarcity of water in the rivers and creeks, the export figures were decidedly good—showing only a very small decrease on the record established in the year 124. The figures for the current year, so far are promising, and the teak trade will certainly not suffer from want of water—it is probable, however, that the high water mark in the class of timber has been reached, and as the forests in the more accessible districts are now being restricted with a view to their better conservation, the trade will come under the influence of the natural law of supply and demand, and prices will probably rise gradually for some years to come.

(See Page Four.)

OFFICIAL AMENITIES.

GOVERNOR'S VISIT TO CANTON.

DEPARTURE THIS MORNING.

8th inst.

On the 30th ult., under the caption, "The Governor's Opportunity," we gave the first public indication of a probable visit of Sir Frederick Lugard to H.E. Chang Jen-chun, Viceroy of Canton. We stated that "within the next few days, His Excellency the Governor, accompanied by a party from Government House, will, in all probability, make his first visit to the neighbouring capital of Canton, there to familiarise himself with the quaint wonders of that delectable centre of all the activities, and to gain some idea of the importance of Hongkong's principal market." The accuracy of our report last week is borne out by the fact that His Excellency and party left for the provincial capital this morning. The party consisted of Sir Frederick and Lady Lugard, Capt. P. H. Mitchell-Taylor, A.D.C., and Mr. A. J. Brackenbury, private secretary.

Admiral Sir Arthur Moore placed his despatch boat—H.M.S. *Alacrity*—at the disposal of the Governor. At 9.30 a.m. to-day Sir Frederick and party were conveyed on board the tender *Victoria*, to the *Alacrity*. The Commander-in-Chief was on board the despatch vessel to receive His Excellency, but did not proceed to Canton. Shortly after, the *Alacrity*, flying the Governor's flag at the fore, cast off and proceeded on her voyage to the Southern capital.

Sir Frederick and Lady Lugard's stay at Canton will be one of two or three days only."

9th inst.

THE GOVERNOR'S RETURN FROM CANTON.

It appears that the visit of Their Excellencies to Canton will be extended beyond the two or three days stated in our last evening's issue. The Governor and party are not expected to return until Sunday next, the 12th inst.

FORTHCOMING VISIT OF THE GOVERNOR OF MACAO.

OFFICIAL DINNER AT GOVERNMENT HOUSE.

9th inst.

Upon the return of Their Excellencies, Sir Frederick and Lady Lugard from Canton, whither they proceeded on a visit to His Excellency Viceroy Chang Jen-chun yesterday, H.E. Senhor Coutinho, Governor of Macao, and Madame Coutinho will pay their first official visit to the Governor of Hongkong. According to present arrangements the Portuguese visitors will arrive on Sunday next, the 12th inst., on board the gunboat *Rio Lima*, Governor Coutinho's suite will consist of Captain Santos and Lieutenant Monteiro, A.D.C.'s, and Captain Damião Menezes, chief staff officer.

An invitation was extended to the distinguished visitors to reside at Government House during their stay in Hongkong. Sir Frederick and Lady Lugard's hospitality could not be accepted. A suite of rooms has been engaged at the Hongkong Hotel for the Macao visitors.

On Monday, the 13th inst., an official dinner will be given at Government House, for which invitations have been issued to the following:—Miss Sloan, Mr. and Mrs. Pemberton, Mr. and Mrs. Lafrentz, Mr. and Mrs. Leefe, Lieut. Satterthwaite, Mr. and Mrs. Collingwood, Mr. and Mrs. Murray, Major Ross, Mr. A. J. Williams, Mr. H. F. Chard, Capt. McCulloch, Capt. Brierley, Mr. and Mrs. Eames, Capt. Dalyell, Mr. and Mrs. Hotch, Mr. and Mrs. Baber, Mr. E. S. Carruthers, and Miss Evis.

THE Chartered Bank of India, Australia and China announces that Mr. T. Cuthbertson, of Messrs. Edward Boustead and Co., London, and of Messrs. Boustead and Co., Singapore and Penang, has joined the board in succession to the late Mr. Jasper Young.

TWO unemployed Indians—Lall Singh and Babha Singh—were charged at the Police Court, this morning (9th inst.), with robbing a compatriot at Yau-ma-ti yesterday of four sovereigns and $5 in small coins. Inspector McHardy prosecuted. The accused were alleged to have "held up" the complainant in a quiet spot and relieved him of all the money he had on him. They were remanded until to-morrow.

A GREAT disturbance was created by eight rice pounders at West Point last Wednesday night. The men called at an eating house at 347, Queen's Road West and ordered "chow." When the bill was presented they found fault with a certain dish and refused to make good. A heated discussion followed between the waiter and the diners. This resulted in the waiter being thrashed, and in the melee $10 worth of damage was done to crockery. The police were called in and the law-breakers arrested. On Thursday morning, at the Police Court, they were each fined $10 for their disorderliness.

ORDERS have been given for the *Bramble*, *Britomart*, *Waterwitch*, *Thistle*, *Moorhen*, and *Nightingale* to be paid off on the China Station, and recommissioned for further service on this station on the arrival of the relief crews, which will be conveyed to the *Royal Arthur*, cruiser. The *Royal Arthur* will also carry ratings for the relief of the half crews of the remaining gunboats on the China Station—namely, *Widgeon*, *Woodlark*, *Snipe*, *Kinsha*, *Teal*, *Woodcock*, *Sandpiper*, and *Robin*, the ratings for the first four boats being drawn from Devonport, and for the second four from Chatham. The new crews for the *Bramble*, *Britomart*, and *Waterwitch* will be drawn from Portsmouth. All the crews and ratings are to be embarked in the *Royal Arthur* at Portsmouth on Jan. 14.

THE *Naval and Military Record*, in congratulating Vice-Admiral Sir Arthur Moore, Commander-in-Chief of the China squadron, on the recent achievement of his flagship, the *King Alfred*, during a speed trial, remarks that special credit is due to the engineer officers of the ship—Engineer-Commander T. E. C. Hughes and Engineer-Lieuts. Joseph N. Tucker and Francis C. Haydon—and the staff who have worked under them. The flagship of the China squadron maintained a speed of 20·4 knots, with a maximum steaming of 25·1 knots. In no other navy of the world is there such a fighting group of cruisers as the four ships of the *Good Hope* class. They were designed for a speed of 23 knots an hour, and experience now shows that they are better than their legend speed under service conditions. The *Drake* has obtained as much as 24·3, with a maximum of 25·3 knots, and the *Good Hope* has attained 24·5. The *Leviathan* may have recently distinguished herself, but hitherto she has been the least remarkable of the quartet. These here ships, with their comparatively weak armament, more expensive turbines as fighting machines, but there is no doubt as to the success of the design; they are not only powerful, formidable vessels, but they are also eminently sea boats.

THE GOVERNOR IN CANTON.

ENGAGED IN SIGHT-SEEING.

OFFICIAL VISIT TO THE VICEROY.

[*From Our Own Correspondent.*]

Canton, 9th January.

The Admiral's despatch vessel—H.M.S. *Alacrity*—which left Hongkong on Wednesday morning, arrived here yesterday afternoon. The *Alacrity* carried a distinguished party on board, viz., the Governor of Hongkong, Sir Frederick Lugard, Lady Lugard, Capt. Taylor and Mr. A. J. Brackenbury. There were, besides, the Governor's valet, Mr. Wooster, and Lady Lugard's maid, Miss Stuart.

Mr. R. W. Mansfield, H.B.M. Consul-General, called on board on the arrival of the *Alacrity*. To-day the party were engaged in sight-seeing, visiting all the places of most interest, the historical buildings and temples, the Chinese city and the principal establishments wherein the greatest activities are shown in carrying on the remarkable industries of this wonderful city.

In the evening the Governor and suite will be the guests of the British representative at this port at dinner, to which the leading residents of Shameen have been invited.

Sir Frederick Lugard's visit to the Viceroy will be made to-morrow, when H.E. Chang Jen-chun will receive the Governor of Hongkong at ten o'clock in the forenoon.

KOWLOON BARRACKS TRAGEDY.

CORONER'S INQUIRY.

This afternoon, at the Magistracy, an inquiry was opened into the circumstances touching the death of Wazir Khan, a sepoy, belonging to the 129th Baluchis, who met his death in barracks on the 27th ultimo, particulars of which we printed exclusively in a recent issue of this paper.

Mr. H. H. J. Comperts presided as Coroner. Following was the jury empanelled:—Messrs. E. J. Moses (foreman), B. Mori and P. H. Nye.

His Worship—There is no one charged in this case.

Inspector Kerr—Not yet, your Worship.

At this stage Mohammed Khan, another sepoy, who was supposed to have been stabbed by the deceased, appeared in Court with his right hand in a sling. He was given a chair at the side of the dock.

The first witness called and examined was Abdulla Khan, of A. Company 129th Baluchis, quartered in a matshed at Kowloon. There were between 23 and 24 persons in his matshed on the night of the 26th ulto, he said. Witness was in charge of the shed. Mohammed Khan was in the shed that night. His bed was about twenty paces away from that of witness's, who went to sleep at about 9.15 p.m.

The Coroner—Did anything awake you?

Witness—Yes, Mohammed Khan did by crying out. All the men in the shed were aroused, and someone suggested saying prayers.

Do you mean to say you thought the man had a nightmare?—Yes. The night before another sepoy did the same thing.

Was there a light in the room?—Yes, it was burning dimly.

What happened then?—On hearing the noise six or seven other men from another shed rushed in.

What did you do?—I was lying in bed. When the men came in I said to them: "Brother, the young man (meaning Mohammed Khan) must have been frightened."

Mohammed Khan's bed is that at one end of the matshed?—Yes.

And is your bed right at the other end?—Yes.

Proceeding, witness said that soon after the entry of the other men Mohammed Khan called to him to bring a light. When a lamp was produced Mohammed Khan was seen to rise from the floor and fall on another sepoy's bed. Witness went up to him, and saw there was blood on his face. While witness was watching Mohammed Khan he heard a noise from under one of the beds, which he thought was made by a cat. Witness did not know of the tragedy until about six o'clock next morning when the dead body of Wazir Khan was removed from the shed in a stretcher. Deceased was not a Baluchi. He was an Afridi, and was quartered in the proper barracks, some 300 paces away from the matshed.

The Coroner—Have you any Afridis in your matshed?—No.

Supposing you had found another man in your matshed at night what would you have done?—I would seize him and hand him over to the guard.

Have you ever seen Wazir Khan in your matshed?—Yes, only once.

How was it, you being senior man in the matshed, you did not go forward and inquire the cause of the tumult?—I was greatly surprised when I saw Mohammed Khan lying in another man's bed with blood on his face.

Are you not held responsible for the good conduct of your men?—Yes.

You said that Mohammed Khan's cries brought in outside men, and yet you remained in bed? I thought he was frightened.

You remember telling the police you heard a gurgling noise and saw a man lying at the side of a bed with his throat cut?—No, I did not. I told them that the noise sounded like those made by a cat.

Proceeding.

WHILE drawing a dust cart along Centre Street, West Point, early this morning, one of the coolies who had hold of the shaft slipped and fell. Before the cart could be stopped one of the wheels crossed over the coolie's chest, causing serious injury. The unfortunate man was taken to hospital for treatment.

AGAR-AGAR, derived from Chinese seaweed, may possibly replace gelatine as a basis for photographic processes. Lecturing before the Royal Photographic Society on 11th ult., Mr. W. F. Cooper said that it has certain chemical advantages over its rivals, and will in time mark a revolution in photographic emulsion making.

THE Pollard Lilliputian Opera Company made their début to the Hongkong public at the Theatre Royal last night when they staged *Sketchy Bits*. As was expected there was a full house to greet them. The youngsters once more rose to the occasion and the *encores* were numerous. At the conclusion of the performance "Auld Lang Syne" was sung by the entire company.

THE twenty young mandarins of the Cambodian mission to France, who were to leave Marseilles for home on 8th ult., paid a visit to the Superior Primary School of Baudol, where several of their young countrymen are pupils; and among the number Chantalekha, Prince of Cambodia, son of Norodom I., and two princes of the Laos. The members of the mission were delighted with their visit, and expressed their satisfaction to the Mayor of Baudol.

WATERWORKS DISPLAY.

WANCHAI PEOPLE TREATED TO MAGNIFICENT PERFORMANCE.

So many months have passed by since the Water Authority provided free spectacular displays for the benefit of an admiring and appreciative populace that readers will hail with joy the announcement that the first performance for the year was successfully brought off in the vicinity of East Point this forenoon. Previously those appointed to look after the water mains had shown a most reprehensible habit of confining the imitation geysers to the central section of the city. Des Voeux Road was the favourite site, and many a callous individual has been roused to an unwonted state of enthusiasm on witnessing the weird and wonderful effects of an impromptu but always long-continued exhibition of what happens when Adam's wine has a free hand. People may talk of the water cure, but they can never realise what it means unless they have attended a Hongkong seance. The latest display was given on the Praya East to-day, when a decorous water main lying alongside the tram rails and between the godowns of the United Asbestos Co. and those of Messrs. Mizushima and Co., just a hundred yards from Observation Place, suddenly burst into life and provided entertainment for a crowd which comprised the entire population that could run, walk or crawl in the district, to the scene. Need it also be said that the floating population also was there, and the advice tendered and reminiscences exchanged were at once valuable and interesting.

It is perfectly true that certain curmudgeons who will always look on the worst side of things spoke about the waste of pure water—quoting, of course, from the monthly report of the City Analyst, which, like some other things that we have to put up with, never changes—and hinted that many of those who danced with delight would have no water for their baths and not more than one cup of tea in the morning. The people only reviled him for a pessimist and a kill-joy, while the aerial fountain traced Valenciennies' designs on the atmosphere. The water, and it seems absurd to call it by such a plebeian term considering the beauties it evolved and the pleasure it gave young and old, crashed upwards with a bang, then sat majestically poised in mid-air, and fell in cascades and cataracts of wondrous shapes. The stream surged high over the godowns and nobody cared two pins whether they were inundated or not. It was a magnificent spectacle—nature first, art nowhere.

From Blue Buildings the shower-bath could be witnessed in all its extravagance of fanciful effect. The boatmen and women, with the children strapped tightly on their backs, the coal coolies and the unemployed, spent the day watching the unusual sight, and people travelled out from Queen's Road Central to view the opening performance. Everybody who could get away from business was there, the only people who couldn't find time to attend being the officials of the Water Department. Now and again false rumours would be circulated to the effect that there was an official among the crowd, but the alarm quickly passed and the display proceeded.

Tens of thousands of gallons of plain water were thrown into the air during the day. The exhibition began this morning and was still in full swing in the early part of the afternoon, its popularity having been enhanced if anything by its prolonged duration.

AT the request of the Customs Taotai of Chinkiang, the Viceroy has instructed the China Merchants Steam Navigation Company to furnish their boats with more life preservers, as the loss of the Japanese steamer *Taisu Maru* demonstrated the uselessness of life boats in saving passengers. His Excellency, in view of the high requirements of the case, will communicate with the Shanghai Customs Taotai and the headquarters of the China Merchants Steam Navigation Company, as well as Consuls of the different nations to that effect.

FIFTEEN lightermen belonging to lighter No. 5, of the Quarry Bay Sugar Refinery, were charged at the Police Court, this morning, with preventing the master of the steam-launch *Tow* from doing his duty, and with assaulting him. At about nine o'clock last night the master of the *Tow*, acting on instructions, drew up alongside lighter No. 5 to tow her back to Quarry Bay. The accused did not want to go and said so. A quarrel began and as a result it was alleged that the accused sprang aboard the launch and thrashed the coxswain. The case was adjourned.

KWOK YAU, a seaman, was arraigned at the Police Court, this morning, charged with larceny, on which charge he was found guilty and convicted. At about five o'clock yesterday afternoon Kwok rushed up from behind two Shanghai women who were walking along Queen's Road Central, and, removing a gold ear-pick which one carried in her hair, bolted down the road. The women pursued him as far as Lee Yuen Street East where they captured him; and while one held him by the queue, another held him by the arm; and in this way they removed him to the Central Police Station. Accused was sentenced to six weeks' hard labour, with four hours' stocks, and to receive twelve strokes with the birch.

NEWS was received at Shanghai on New Year's Eve of the supposed death by drowning of Mr. Paxton, chief engineer of the C. N. S. *Ngankin*. The *Ngankin* left Shanghai for River ports on the night of the 29th ultimo, and when the boat was approaching Chinkiang on the following day, it is said that Mr. Paxton left the engine-room and went towards the large cargo port. Since that time he has not been seen and it is presumed that the cross-bar of the port had been left unfastened and that he accidentally fell into the river.—Another accident occurred at Chinkiang on Thursday night, but fortunately without serious consequences. As Mr. MacArthur, one of the engineers of the C. N. S. *Tatung*, was crossing the gangway to board the steamer from the hulk, he slipped and fell into the river, but was rescued by those on board who had witnessed the accident.

A CORRESPONDENT of the *Western Morning News* writes from the China Squadron stating that the ships have done splendidly at the battle practice. The *Kent* promises to be one of the best ships in this year's returns. After she had finished firing the Commander-in-Chief (Admiral Sir A. W. Moore) went on board and congratulated the officers and ship's company on the all-round efficiency of the *Kent*, and referred especially to the excellent shooting. The *Monmouth* and *Astræa* did well, and were followed at the firing range by the *Bedford* and *King Alfred*. The former obtained good results, and the gunners of the *King Alfred* (flagship) riddled their target until it was in a state of collapse, so much so that, as soon as the repairing party let go the halyards of the sail (after the umpires had finished) the whole target fell in, and not a single stick of it was left standing, the target being apparently kept up by the halyards.

MURDER IN CHINA.

SLAUGHTER OF VILLAGE ELDERS.

SUSPECT ARRESTED IN HONGKONG.

A sensational story of how four elders of the Hoi Lan village, in the Wai-chow district, Kwangtung province, met their death in May last, through being shot by robbers, was unfolded by Mr. G. E. Morrell, of Messrs. Deppys and Bowley, at the Police Court, last Tuesday afternoon, when one of the supposed robbers—Wong Nin Tsui—was brought up on a charge of armed robbery.

Mr. Morrell, who appeared in support of the application of the Chinese Government for the extradition of the prisoner, conducted the case for the prosecution. Mr. P. W. Goldring, of Messrs. Goldring and Barlow, acted for the defence.

In stating the alleged facts of the case briefly, the prosecuting solicitor said that the prisoner was charged with committing armed robbery within the jurisdiction of China. Early in May last year the elders of the Hoi Lan village held a feast, but prior to this they reported the names of all the lawless characters in the village to the authorities.

Mr. Hazeland—The prisoner was one of them?

Mr. Morrell—Yes. On the 9th May, he went on, four elders started out to pay their respects to the ancestral tombs at the Wong Yuen village—a few miles away from their home. They had with them two coolies following behind, who carried food on trays, which was to be used as offerings. Half way between the two villages four men, among whom was the prisoner, jumped up from the bush at the side of the road, and, levelling their revolvers at the four elders, shot them dead. The coolies took fright, dropped the trays, and ran. After some hours had elapsed they returned and found the four corpses lying in the middle of the road, with their pockets turned out. The matter was reported to the officials. An inquiry was then made, with the result that the prisoner was traced to Hongkong and captured.

The evidence of the two coolies, corroborating the above story, was then heard, and the case was remanded.

VOLUNTEER CORPS ORDERS.

ORDERLY OFFICER.

Orderly officer for week ending 11th January, 1908, Lieut. E. D. C. Wolfe.

ALL UNITS.

Parade.—At headquarters at 5.30 p.m. on Monday, the 6th January, 1908, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

ARTILLERY UNITS.

Parade.—At headquarters at 5.30 p.m. on Wednesday, the 8th January, 1908, for 15 pdr. B. L. gun drill. Sergt. Cook, R.G.A., will attend.

Parade.—At headquarters at 5.30 p.m. on Friday, the 10th January, 1908, for Maxim gun drill. Sergt. Cook, R.G.A., will attend.

BLAKE MUSKETRY SHIELD.

It is notified for information that the Blake Musketry Shield Competition will take place at King's Park Range at 2 p.m. on Saturday, the 11th January, 1908. Teams of 10 from each unit will shoot, 8 to count. Officers commanding units are requested to send in their team entries by the 8th January, 1908. Dress:—Khaki uniform.

GYMNASIUM CLASS.

On Tuesday, the 7th, and Friday, the 10th, at 8.45 p.m.

ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 6 p.m. on Thursday, the 9th January, 1908, for technical instructions.

RESIGNED.

Gunner J. Hadis is permitted to resign on leaving the Colony with effect from the 17th December, 1907.

LEAVE.

Sapper W. F. Collen is granted leave of absence out of the Colony for 12 months with effect from the 23rd December, 1907.

LEFT HALF NO. 1 COMPANY.

It is notified for information that the third monthly shoot will take place at Tai Hang Range on Sunday, 12th January, 1908, at 9.30 a.m.

GUNLAYERS' CLASS.

The examination of the gunlayers' class will be continued on Sunday, the 12th January, 1908, at 9.30 a.m. Members who have not been present at the examinations should endeavour to be present as this will be the last opportunity for them to be examined.

ALL UNITS.

Parade.—At headquarters at 5.30 p.m. on Monday, 13th instant, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

ARTILLERY UNITS.

Parade.—At headquarters at 5.30 p.m. on Tuesday, the 14th instant, for 15 pdr. B.L. gun drill. Sergt. Cook, R.G.A., will attend.

Parade.—At headquarters at 5.30 p.m. on Friday, the 17th instant, for 15 pdr. B.L. gun drill. Sergt. Cook, R.G.A., will attend.

ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 15th instant, for technical instructions.

TAIKOO DETACHMENT.

Parade.—At Taikoo at 5.30 p.m. on Thursday, the 16th instant, for 15 pdr. B.L. gun drill. Sergt. Cook, R.G.A., will attend.

GYMNASIUM CLASS.

On Tuesday, the 14th, and Friday, the 17th at 8.45 p.m.

ORDERLY OFFICER.

For week ending 18th January 1908, Lieut. H. W. Kennett.

LEFT HALF NO. 1 COMPANY.

It is notified for information that musketry will be carried out for the above half company at King's Park Range, on Sunday, the 20th inst., commencing at 2 p.m.

All members who have not fired their musketry course yesterday so on this date. Sergt. Downes, 3rd Middlesex Regt., will attend.

EVIDENCE was taken by Mr. H. H. J. Comperts last Tuesday, in the Police Court, in the case in which Ignacio Lisboa Rocha, a foreman interpreter of the Sanitary Board, was charged with accepting bribes. It was said that it was the duty of the defendant to see whether the lime-washing of certain tenement houses within the district of Yau-ma-ti had been satisfactorily carried out. On his rounds between the 17th and 23rd November last he was alleged to have accepted from the master of one of the houses $3.00, from another $5.75, and from a third another sum, amounting to about $10 in all, to influence his conduct as a public servant in dereliction of his duties. Chief Detective Inspector Watson appeared for the prosecution. Mr. E. P. Grist, of Messrs. Wilkinson and Grist, was for the defence. The case was finally adjourned.

QUARRY BAY TRAGEDY.

INDIAN WATCHMAN FOUND DEAD IN BED.

CIRCUMSTANCES POINT TO MURDER.

9th inst.

Ameer Khan, an Indian watchman, employed by Messrs. Butterfield and Swire, at Quarry Bay, was found dead in his quarters by some workmen on Saturday forenoon. All the circumstances point to murder. Although death must have intervened about twelve days ago, taking into consideration the advanced state of decomposition of the body, nothing was known of the matter until on Saturday, as already stated, when some workmen, who were at work in the vicinity, discovering an awful stench about the place, went to the watchman's quarters to investigate. They found Ameer Khan dead in his bed, with nasty gashes all over his head and body. Inspector Macdonald, of Shau-ki-wan Police Station, was immediately notified, and the watchman's remains were removed to the mortuary.

Ameer Khan was about thirty years of age, and had been employed at Quarry Bay for some time. His duty as watchman was to look after the European summer residence at Mount Parker. He was provided with quarters there. So far as we could ascertain none of the European employees was living in the building at the time the tragedy occurred. The particulars of the tragedy, as gathered by the police during their short investigation are of a scanty character. All that could be learnt from them to-day was that the man had been killed; that the wounds had not been self-inflicted; and that robbery was the motive, as his quarters on being examined by the police had the appearance of being ransacked.

On the 16th December deceased was seen by some of his friends, at Quarry Bay. He appeared to be in his usual mood. From that day nothing has been seen of him until he was found dead, and it is believed that he hid himself away from some enemies who had threatened him. That they found him out is known.

The watchman's body was in a terrible condition. His head was battered in, his face jabbed in many places, as was also his body. At a glance it would seem that the murderer or murderers attacked the man while he was in bed asleep.

The police are inquiring into the matter, but the chances of the guilty party being brought to justice look small.

CAPTAIN G. F. C. Finch, Royal Artillery, has been posted to the Hongkong-Singapore Battalion Royal Garrison Artillery to fill a vacancy. Captain Finch has been in that branch of the service since November, 1894, and is a smart Artillerist.

MR. JOSHUA LEVERING, a prominent member of the Chamber of Commerce of Baltimore, U.S.A., who is making his second tour around the world, is to address the Chinese merchants in Hongkong next Monday evening, January 13th. Arrangements are being made for place of holding this meeting and this will be announced soon. Mr. Levering was once a candidate for the Presidency of the United States.

LAST Wednesday, at the Supreme Court, Mr. Justice Wise gave judgment and costs for the defendant in the action brought by Leung Tung, a ground-nut dealer, 13, Centre Street, against Leung Kwan, managing partner of the Man Loong firm, of 117, First Street, West Point. This was a claim for $750 which the plaintiff sought to recover, being the balance of profits made in the business of the Man Loong firm from 19th February, 1907 to 12th February, 1907, which, he alleged, had been collected on his behalf by the defendant. The Court also allowed immediate execution.

WE have received a visit this morning (8th inst.) from Mr. Joseph Gérard, a Frenchman, who is "on a tour round the world." M. Gerard arrived from Saigon yesterday, where he was, unfortunately, laid up in hospital for 18 days. The traveller makes his living as he proceeds on his journey by selling photographs of himself and by delivering lectures on his adventures as occasion offers. From Hongkong M. Gérard proceeds to Canton, thence to Shanghai and Peking. He will then travel back south to Manila, whence he will journey to Australia, completing his tour at California, U.S.A.

INDIAN policeman No. 756 was convicted by Mr. H. H. J. Comperts at the Police Court, last Tuesday, and sentenced to fourteen days' hard labour for obtaining various sums of money from British naval officers under false pretences. According to the evidence adduced during the trial it would appear that the defendant, whose duty took him to Blake Pier, was in the habit each night of obtaining sums of money from officers under the pretext of having lent a certain sum to some sailor to pay his sampan hire, and would ask for it to be refunded. He was successful on three occasions, but the following attempt resulted in his arrest.

QUEI-WAEI, a Chinese servant in the employ of Dr. Sutherland, of 20, Derby-road, Bertrams, Johannesburg, committed suicide recently because he had registered under the new Asiatic Act, was buried at the expense of the Transvaal Chinese Association, and was accorded an imposing funeral by his gratified compatriots. That they were gratified was readily admitted by some of the mourners, not because of the death of a countryman, for he was admittedly very popular amongst them, but because they felt that the Chinese community had been rehabilitated by his generous act of self-sacrifice. Quei-Waei was one of the two Chinamen who registered in Johannesburg.

A SERIES of gambling raids, resulting in the capture of eighty men, were conducted by the police during Saturday and Sunday last. Police-constable Watt headed the list with forty-seven men—twenty-four of whom he captured at 58, Temple Street, Yau-ma-ti, and twenty-three at 17, D'Aguilar Street. Fourteen men were taken from 21, First Street, by Police-sergeant Aris, and the remaining nine by Policeman Brinnan, at 3, Man Hing Lane. They were arraigned in batches at the Police Court, on Monday, in answer to charges of keeping a common gaming house and gambling. They were disposed of with the usual fines. The gambling apparatus seized were forfeited.

WE learn from a reliable source that a scheme formerly formulated by the Finance Bureau of the Liangkiang Viceroyalty to deduct ten per cent of the salary of each official in the Viceroyalty and invest this money in the purchase of shares in the railways of the Viceroyalty, has been now postponed *sine die*. This step, we understand, has been taken as a precautionary measure, as any scheme now for the purchase of railway shares on the part of the Government, taking into consideration what has happened with reference to the Chekiang railway loan, would certainly involve the Government in many more unpleasantnesses than would be worth the candle, and the misses have only those who agitated the opposition against a harmless loan to thank for the present impasse.—*N. C. Daily News*.

DEATH OF SIGNALMAN SIREET.

CORONER'S INQUIRY.

9th inst.

An inquiry was held at the Magistracy, this afternoon, into the circumstances touching the death of Signalman R. H. Sirett, of H.M.S. *Tamar*, whose body was found floating in the harbour, off the Canton wharves, on the 20th ultimo, a record of which having already been exclusively mentioned in a previous issue of the *Hongkong Telegraph*.

Mr. H. H. J. Comperts presided, and the following jury was empanelled:—Messrs. W. C. D. Turner (foreman), J. E. Meyer and E. D. Kapteyn.

The first witness called to the stand was Leung Fo, a fitter, residing at 35, Connaught Road Central. On the 19th ultimo, at about 8 p.m., he said, he was in Tung Man Lane. From the lane he saw a crowd assembled around a European, who was singing on Pottinger pier. Witness went up to see what was the matter. When he arrived near he saw the European took off his cap and flung it into the harbour. Then he walked down the pier steps and swam after it. Witness then left.

The Coroner—Were there any Europeans among the crowd?

Witness—No.

Were there any sampans about?—No. When he was in the water he called for a sampan.

Did he appear to be in difficulty?—No.

Why did you not attempt to rescue him?—He could swim.

How long have you been in Hongkong?—Several years.

Where are you employed?—At the Naval Yard.

Do you know if the European was a sailor man?—Yes.

Did you hear he was missing?—No.

Jas. Macdonald, signalman, Peak Signal Station attached to H.M.S. *King Alfred*, said he knew the deceased. On the 19th December witness met deceased in the Naval Canteen, at about 6.30 o'clock. They had two drinks together, leaving shortly afterwards.

The Coroner—Did the deceased go away with you?

Witness—No. He left saying he was going to the R.E. canteen.

Did you subsequently go to the R.E. canteen?—Yes, shortly after nine o'clock.

Did you see the deceased there?—No.

What condition was the deceased in when you last saw him?—He had had two or three drinks, but wasn't drunk.

He told you he was going to the R.E. canteen?—Yes, to see the "sing song."

Did he go with anybody?—No, alone.

You haven't seen him since?—No.

A petty officer from the *Tamar* spoke to calling the roll on the morning of the 20th ultimo and finding deceased absent. He reported the matter.

The Coroner—Deceased was on leave from the afternoon of the 19th to the morning of the 20th?—Yes.

When did you next see the deceased?—I saw his dead body.

The Staff Surgeon of the Royal Naval Hospital held an autopsy on the deceased. He found, from the condition of the lungs, water being found therein, that death was due to drowning. There were no marks of violence on the body, except a cut on the head which he thought was of post-mortem origin.

The Coroner—If deceased had been in the water for several days would you have expected to have found any traces of alcohol?—No, not after that time.

George William Gates, a signalman, H.M.S. *Tamar*, said that he last saw deceased alive on the afternoon he left the ship. When he was leaving deceased signalled to witness by hand (semaphore), "Seven o'clock," which witness took to mean that deceased would return at 7 o'clock.

The Coroner—Was there anything to convey to your mind that deceased was to return at 7 p.m. and not 7 a.m.?—No, his leave expired at 7 a.m.

Was there any reason why he should have returned before his leave had expired?—No.

When deceased had shore leave did he usually stay ashore at nights?—Occasionally he did.

At this stage evidence of identification was required, and the inquiry was adjourned until to-morrow afternoon.

THE JURY'S VERDICT.

That Signalman R. H. Sirett, late of H.M.S. *Tamar*, whose body was found drifting in the harbour on December 26th, met his death by accident, was the verdict arrived at by the jury this afternoon. It will be remembered that the inquiry was adjourned from yesterday in order to obtain certain witnesses to speak to identifying the dead body of the deceased in the morgue at the Royal Naval Hospital. This evidence was taken this afternoon.

Policeman Irving spoke to finding the body of the deceased while on harbour duty.

The Coroner—Where did you find the body?

Witness—About sixty yards west of the Canton wharves.

How was it dressed?—In a sailor's uniform.

Where did you take the body?—To the police pier at Tsim-tsa-tsui.

Charles Stephen Belbin, wardmaster, Royal Naval Hospital, spoke to receiving the dead body of the deceased in the mortuary, on the 26th ulto.

Lance-Sergeant Davis, of the Water Police Station, was on station duty when the body of the deceased was brought to the station. Witness accompanied three men belonging to the *Tamar* to the police pier, and they identified the body as that of Reginald Harold Sirett.

This concluded the evidence, and the jury brought in a verdict of accidental death.

A COLLISION took place at Manila on 3rd inst., between the transport *Warren* and the British steamship *Tean*. According to the local *Times*, the damage to the *Tean* is roughly estimated at P5,000, but it is thought that P3,000 will do the repairs in Hongkong. The *Tean* arrived from Manila this afternoon.

MR. Elihu Root, Secretary of State, has received a note from Count Hayashi, Japanese Minister of Foreign Affairs, in reply to the report of the San Francisco Immigration Bureau to the effect that more Japanese are landing than ever in spite of the agreement between the two countries.

UNQUALIFIED success attended the production of "Jo-Jo Town" last Tuesday night at the Theatre Royal, by the Pollard Lilliputian Opera Company. There was a good attendance to welcome the youngsters when the curtain was rung up, and the frequent outbursts of applause was ample evidence of the merits of the children.

RETURN of visitors to the City Hall Library and Museum for the week ending the 5th January, 1908 (excluding New Year's day):—

	Library.	Museum.
Non-Chinese	80	310
Chinese	141	2440
Total	221	2750

OUR FIGHTING NAVY.

AN UP-TO-DATE ANNUAL FOR NAVY LEAGUERS.

"The wonderful fascination which attaches to everything connected with the King's Navee, even down to bolts and screws and submerged torpedo tubes, which the ordinary man cannot hope to understand, has been admirably woven into the series of articles written by experts for the "Navy League Annual." Somehow or another every sound Briton, even if he work in a coal-pit, fancies himself a Nelson in disguise, and when it comes to discussing naval affairs he gives himself airs in consequence. Usually his facts are a trifle askew, because matters concerning the British Navy and the other navies of the world are scattered through such a variety of periodicals, pamphlets and newspaper paragraphs that he finds it practically impossible to arrive at a just appreciation of the naval situation. For those who wish to be up-to-date in their information and safe in their views the "Navy League Annual" is a perfect gold mine. Most people are acquainted with the monthly "Journal" issued by the Navy League, a somewhat stodgy, antiquated and self-opinionated publication, and it might be supposed that the "Annual" was framed on similar lines. The very reverse is the case, for a brighter, more lucidly explanatory compilation on the present state of the Navy, the training of sailors and officers, the distribution of the Fleet, the probable disposition of the separate squadrons in time of war, and the growth of foreign navies and kindred questions could scarcely be desired.

Not that every or even any reader will agree with all the arguments and deductions submitted by the writers, for the supreme merit of individuality is the hall mark of the "Annual's" excellence. The first part of the book, which runs into 200 pages and is profusely illustrated with full-page photographs of battleships, cruisers and torpedo boats, deals with the progress of the British and foreign navies, from the pen of Mr. Alan H. Burgoyne, the Editor. It is Part II which will attract general attention, not merely from the distinction of the contributors, but also because of the importance and variety of the subjects dealt with. Among those whose articles are of special interest are Mr. Arnold White, Mr. H. W. White, Captain W. Vernon Anson, R. N., and Admiral Sir E. R. Fremantle, while there are heaps of noble lords who also take the opportunity to express their views on different phases of questions affecting the Navy.

But we will turn in the first place to a remarkable article by a French naval officer, Captain Sorb, entitled: "La Marine Francaise et l'entente cordiale." In the opinion of the author, Great Britain is no longer the arbiter of international affairs; that position is now held by France. Captain Sorb starts out with a series of encomiums of the French Minister of the Navy and the French Parliament which give one a cloying sensation, the honey being splashed on so lavishly that one is apt to suspect the motive which inspires so much praise. Aside from that there is much that is suggestive in the article.

In the first place, it should be stated that the whole theme is concerned with the possibilities of the effects of war should Britain and Germany join to fight France, or France and Britain join to give Germany her quietus. Britain, we are told, is an exclusively maritime power, while the position of Germany has for long been just the reverse. As to France, she has long been both a Continental and a naval power. Passing over some scraps of history, which is rendered somewhat involved occasionally owing to the writer's alternate use of the present and past tenses, we learn that:

"The expansion of the principle of the armed nation making a sudden call to arms, the immensity of resources in soldiers, the growth of a net work of iron rails, the progress of all kinds realised with regard to all affairs concerning mobilisation and concentration, in short the views already stated, one and all, go to prove to the careful student of military questions that the next Franco-German war will open with a formidable battle, after which the vanquished party will find himself completely disorganised, so that he will be rendered incapable of continuing to fight. All the German writers have insisted on the necessity of making the battle 'immediate and decisive.'"

Over and over again the writer emphasises this fact, and he proceeds to consider what would happen in the event of Britain assisting France against Germany. Apparently, because we have not adopted the "fundamental principle of compulsory service" our help would be practically worthless. Well, we are not likely to see compulsory service in the United Kingdom for some years yet, unless the people—the electors—suddenly go mad so that France will have to depend upon herself, if she hopes to repulse the German forces on land. Our author enigmatically adds:

"But granted that England adopted conscription, and were able to support us with several hundred thousand men, then we would see what we should see."

Let Germany make what she can out of that. Who would not delight to follow the army of several hundred thousand British Tommies who were being urged forward on the one hand by cries of "A bas les Allemands" and greeted in front with "Donnerwetter" and weird cries of a similar nature? The English archers of old and the Scottish Guard of the French kings managed somehow to patter a French patois of their own, because it was necessary to know a couple of words of the language if one would make love to the dark-eyed demoiselles, but the jaws of the English soldier of to-day have stiffened and set, so that half the glamour of a foreign campaign would be lost to him.

What about the French colonies in time of war? So far as we can make out Indo-China would be left to its own devices. The writer believes that if France and Japan fell out the retention of the Asiatic colonies would be impossible, as the following paragraph shows:

"There has been a suggestion made of a possible encounter with Japan, but this fear seems to have disappeared, and it would be altogether out of the question to organise in Chinese waters a point of support sufficiently powerful to withstand for a reasonable length of time the attack of several hundred thousand Nipponese, while awaiting the arrival of our vessels, which would then have to fight against a fleet that will soon become infinitely superior to any one which we would be able to bring up."

But then France is not going to war with Japan or Great Britain, and he observes: "One might even assert that if there should be a conflict, it would certainly not be the French people who would provoke it." Yet Captain Sorb has all the Frenchman's distrust of England. He still keeps "perfide Albion" at the back of his mind, for he says quite openly:

"It is impossible to be altogether sure of the United Kingdom, for the very peculiar conditions in which it is placed force it in a great measure to live, so to say, from hand to mouth, owing to the influence of party politics, just as seems most favourable to its own interests. There is nothing to prove that in a few years British interests will not cause her to stretch a grasping hand towards a French possession. Consequently, if we wish to be realistic and as well-informed as our neighbours, it is a matter of importance not to lose sight of the possibility of a conflict on the sea, and in this order of ideas, prudence prescribes that we should take advantage of the present tranquillity to improve a naval organisation which is suffering terribly form the crisis it underwent from 1902 to 1904."

Max O'Rell used to say that there was a very good reason why the sun never set on the British Empire and that was because it knew that if it blinked an eyelid for a second there would be a Union Jack planted on its brow. Captain Sorb has the same impression—only he is in earnest about it.

After discussing what would happen should war be declared between England and Germany we learn with no little satisfaction that:

"In the eventuality of a war with Germany, the formidable fleet of English ironclads must perforce annihilate the fleet of German ironclads at the commencement of the outbreak of hostilities; and the latter cannot hope to execute at any moment whatever a surprise attack against vessels henceforth concentrated to their utmost possible power, and any kind of action becomes almost impossible in the presence of such considerably superior forces. During this time, the armoured cruisers are hotly pursuing the German merchant-men; those cruisers which have England for their naval base, and are operating in the Atlantic Ocean and in the North Sea, and those from Gibraltar and Malta, all combine at the appointed time to sweep the Mediterranean. Finally, there are independent cruisers skirmishing around on all sides."

In conclusion, we are told that as the result of the economic situation there is not much possibility of an Anglo-German alliance for a very long time to come. Then we read:

"With the fear of a Franco-English alliance before his eyes, the German Emperor would never dare to declare war. On the Continent he would not be sure of victory. At sea in front of the concentrated and united strength of English and French ironclads, he would not dare to send out one single vessel; all his merchantmen would be destroyed, and all the markets for his industries closed. Before the prospect of a coalition of the united forces of Germany and France, the one in the Channel, and the other in the North Sea, and threatening the United Kingdom from both sides at once, the problem of a naval war would force itself so seriously upon England, that she would most certainly not dare to run such risks."

And now that we have ended with Captain Sorb's review may we ask: Where does France's friend and ally Russia come on the scene? There is no mention of Russia at all. Would Russia remain peaceably ignorant of what was happening should France find herself in the clutches of an enemy? Whatever we may think of the article, every reader is bound to admit its readability although he is not by any means bound to accept its conclusions or even its premises.

There are several other articles to which we should have wished to refer, such as Mr. Arnold White's trenchant criticism of the gunnery in the Navy and his sarcastic references to literary admirals; as well as to Captain Garrons-Williams' story of life at the Lancashire Sea-Training Home at Liscard, but space will not permit. It is sufficient to say that those who are interested in naval matters will find the "Navy League Annual" an absorbing source of interest, and those who have never previously given the subject a thought will become strenuous partisans on every question affecting the vessels which fly the blood-red cross of St. George.

The "Navy League Annual 1907-1908," edited by Mr. Alan H. Burgoyne, is published by the Navy League at 13 Victoria Street, London, S.W. There are three editions—one in paper covers at one shilling a copy, another bound in cloth at half-a-crown, and an edition de luxe at a guinea.

P. & O. STEAM NAVIGATION CO.

ANNUAL MEETING.

The ordinary general meeting of the Peninsular and Oriental Steam Navigation Company was held at the offices, 122, Leadenhall-street, on 10th ult., Sir Thomas Sutherland, chairman of the company, presiding.

In moving the adoption of the report, the Chairman said the past year had been of somewhat varying experiences, but had closed on the whole very successfully, in fact, more successfully than they at one time ventured to hope. They were able to pay the dividend and bonus to which they had been accustomed, now for some years, of 9 per cent. over the total amount of their paid-up stock, and they did so after setting aside the handsome appropriation of £460,000 for the purpose of depreciation, that was to say £80,000 more than the nominal 5 per cent. on the original cost of their fleet. The soundness of their policy in writing down the value of their fleet had, no doubt, reflected in the market value of their stock, the comparative steadiness of which was remarkable in those days of the depreciation of gilt-edged securities. The promising feature in the revenue account was, of course, that of the freight receipts amounting to £1,155,615, about £34,000 above the same receipts of last year. Everyone was aware that during last year, indeed, he might say during the last two years, freights had been in no sense in a condition which they might call booming, and in this company they had had what he might describe as some special drawbacks to contend with and which had seriously affected their resources and their revenue. First of all, there was the great fight which they had had at Antwerp with their German friends, a fight in which he might say that this company and the other companies concerned, all bled freely indeed. They had had a treaty of peace with their German competitors since May or June last, but that treaty had not been operative so far as the receipts on freight were concerned, because, in their mutual eagerness to maintain the battle, they all entered into engagements for many months forward. He would not enter into the cause of that dispute, but he would merely say that Antwerp as a port was more necessary to them now than it had ever been before, because it was utterly impossible for them to fill their ships either to or from the Port of London alone. The trade with the Continent in connection with the Far East had increased, and was increasing, and he feared that that tendency was likely to continue. This was not altogether a matter of surprise, seeing that, after all, the Continent of Europe was a good deal larger than this little island of Great Britain.

PORT OF LONDON.

He thought, perhaps, the situation might be somewhat improved if eventually London should become a more economical port to ships than it was at present. They had been promised for several years legislation in the direction of settling the future authority of the Port of London, and he believed they were very near now to the achievement of a project of that character. On that subject he knew nothing more than the man in the street, but he would venture to make this observation—that when the port authority was constituted, he sincerely hoped that the improvement and the extension of the facilities of the Thames would take rather the direction of being increased at the mouth of the river than up the river in the vicinity of the Victoria Docks. In saying so, he was controverting the opinion which had once held on this subject himself, for at one time he had moved and carried an important instruction in the House of Commons requiring the Conservancy to deepen the river in order that deep docks should be constructed in the vicinity of the present Albert Docks. He had, however, absolutely changed his mind on account of the increased and increasing size of vessels, and the necessity for the access of these great vessels to docks at the nearest approach to the River Thames. His change of view was also affected by this consideration—that since the time he proposed such a resolution, land carriage had undergone a total revolution, for by means of petrol and steam traction they were enabled, provided they had proper roads and bridges, to bring the district of Tilbury as conveniently now to the centre of London as the Albert Dock was at the present moment.

JAPANESE COMPETITION.

Regarding their trade with Japan, he stated that their share of the trade from Bombay to Japanese ports had been practically wiped out. This, he believed, was owing to the fact that the Japanese Government had forced their shipowners to increase their departures from Bombay to such an extent that so far as the freight to Japan was concerned, they had been completely left out in the cold. In connection with their Colonial trade between Bombay and China, a great extent of the trade consisted in the shipment of cotton yarn, which was manufactured in Bombay, as if Bombay were a second Manchester. That trade had been somewhat dull in China during the past year, and so far as he knew for the first time in history, 56,000 bales of Bombay cotton yarn had this year found their way into Europe. It was a matter of somewhat curious speculation to the philosophic mind whether this circumstance was a mere incident or whether it was a prophetic note of the influence of cheap labour in the Far East, of which we might hear a great deal later on. Altogether, he did not think that the prospects of shipping in the way of freight were, at the present moment of a brilliant character. Coming to their passenger traffic, he said that their receipts amounted to £1,151,022, an increase of about £64,000 over the previous year. They would remember that the previous year gave an increase of £100,000. Their expenditure had been higher than it was in the previous year owing to the price of coal, port charges, Suez Canal dues, and handling. Their mileage had been greater than ever, amounting, as it did, to nearly 3,200,000 nautical miles. He went on to congratulate the proprietors on the settlement of the new mail contract, which, he said, defined in a great measure their business for the next seven years. Their proposals had been accepted, after twelve months' consideration, with no negotiation whatever. It was a matter of some historic interest to find that the first mail contract which he had ever had anything to do with, some thirty years ago, paid them much better for a smaller and inferior service. They had saved the Government in the various contracts which they had made since that time something like £200,000 a year, and they had, at the same time, accelerated the movement of Indian mails by not less than a whole week, the China mails by a whole fortnight, and the Australian mails by even a little longer. It was in the interest of the mail service that they should contract for certain new ships, and they were now building three new ships of the *Moldavia* type, and another for the Aden and Bombay service.

THE ALL-RED ROUTE.

When last they met they were threatened with a new Australian service of an embarrassing character—in fact, a very ambitious scheme in powerful hands. That scheme, however, perished, as they were aware, and certainly this was the best possible result for all concerned, and most assuredly for the investors who intended to place their money in it. The Australian mail service, which ran alternately with their own, had been given to their old friends, the Orient Company, and they were glad indeed that should be the case. They had heard a great deal about the All-Red route, which meant that express ships like the *Lusitania* and *Mauretania* should leave Canada for New Zealand and Australia. It had been the ambition of Canada for many years to have an express service of this character. He himself had been applied to once or twice in connection with the project, but up to the present time nobody had been willing to meet, apparently, the necessary expenditure in connection with it. An express service to New Zealand and Australia would indeed demand gigantic resources, and it would be a matter of interest to find out where these resources were to be found. There was another question which arose in connection with the project, namely, the distance between Vancouver and Wellington (New Zealand), which was 6,350 nautical miles. How express steamers were to be built in order to carry coal for that distance was one of those problems which he believed was at the present moment insoluble, and he therefore was not very much surprised to see by correspondence in newspapers that there had been a gradual toning down of the idea of this express speed over the Pacific part of the service. It had been suggested that the ship engaged in the service should coal at Honolulu, but that was an American port, and the Red route would therefore to be a phrase merely. He pointed out that in the event of war there was a clause in the mail contract by which the ships of this company could be transferred to the Atlantic or the Pacific service instead of the Mediterranean. Of course, the proposed ships under the scheme were to carry passengers merely and so far as passengers to Australia and New Zealand were concerned, such a revenue would be utterly inadequate at the present moment to meet the necessary requirements. In concluding, the Chairman said, that in the last eight years they had paid their reserved shareholders altogether upwards of 100 per cent. on their capital. He was confident of one thing, and that was that those who served the company, no matter in what part of the world they might be, would do their utmost for the prosperity and the prestige of the company, which, with all its faults and shortcomings, had still to be reckoned as one of those enterprises of some moment which no shareholder and no Englishman could be ashamed of.

Mr. S. S. Gladstone seconded the motion for the adoption of the report, which was agreed to unanimously. The formal dividend resolution was also passed. The retiring Director, Mr. Samuel Stewart Gladstone, and Major-General Sir Owen Tudor Burne, G.C.I.E., K.C.S.I., were re-elected.

A vote of thanks to the Chairman terminated the proceedings.

COMPLAINTS having been made to the landlord of a number of houses in Possession Street by some of his tenants that one of his unoccupied houses—No. 30—was being used each night by a band of loafers as their lodging place, a report was lodged at police headquarters last Friday night, and Policeman Taylor was sent to investigate. The officer found seven men asleep on the premises. They were arrested on charges of being rogues and vagabonds, and in the Police Court on Saturday they were each sentenced to fifteen days imprisonment.

TALES OF BAD TIMES.

MERCHANTS' FINANCIAL TROUBLES.

A rather heavy calendar was that which Sir Francis Piggott (Chief Justice) had to dispose of in Bankruptcy Jurisdiction to-day.

DEBTOR'S PETITIONS.

Re. Moosa e Visira. Application for a debtor's petition.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, stated that the petition had been filed by the defendant firm. The affidavit in support of this gave the circumstances. The assets were $60,000 and the liabilities $250,000. There were two partners in the firm. One was in Bombay and the other in Hongkong.

Application granted.

Re. Chan Mow Chi. Application for a debtor's petition.

Mr. Otto Kong Sing said this was an application for a receiving order. The liabilities stood at $54,901 and the assets $7,500. The equity of redemption was leasehold property on Marine Lot 71.

Application granted.

APPLICATION FOR DISCHARGE.

Re. H. W. R. Matthaey. Application for discharge.

Mr. E. J. Grist said that the receiving order in this matter was made on the 31st November last. He was adjudged bankrupt on the 21st February and his public examination closed on 13th June. On September 6th there was a ten per cent. dividend, since when there had been no further dividends. No misdemeanour had been committed under the Bankruptcy Ordinance.

A stay of six months was allowed.

APPLICATION TO RESCIND.

Re. James Campbell Logan.

Mr. M. J. D. Stephens applied for a further adjournment to enable the bankrupt to settle with the plaintiff, who, he said, was the real cause of the bankruptcy.

Mr. F. X. d'Almada e Castro, who appeared for the plaintiff—Watkins—said he had no objection to an adjournment.

His Lordship—I don't suppose you would have when he is going to settle with you.

A month's adjournment was granted.

PUBLIC EXAMINATION.

The public examination of Tsin Kwong Po, the managing partner of the Shiu Hang Tseung firm, was opened by Mr. J. H. Kemp, the Official Receiver.

The Official Receiver—Since your father's death you have acted as manager?—Yes.

And you are a partner?—Yes.

How long has the business been carried on?—About thirty-one years.

It has been a very good business?—I don't know what happened prior to the death of my father.

But it has been a good business?—We made between $1,000 and $2,000 a year.

What was the failure due to?—Loss of business.

The business was a general foreign goods business?—Yes

The liabilities are $15,000?—Yes.

And the assets?—$4,200.

Made up of $1,200 cash?—Yes.

About $1,400 debts due to the firm?—Yes.

And you also put down your stock as being worth $1,600?—Yes.

That stock was sold for $176?—Yes.

Wasn't it rather over-estimated?—I left the matter entirely in the hands of the watchman and a foki.

How many partners were there in the business?—The witness mentioned about five names, all of whom are dead.

Were there any partners who sold out recently?—Yes, one.

Who bought his share?—The shop.

How much was paid for it?—Witness could not find the particulars in the partnership book and asked leave to retire to fetch the proper book, in order to supply the necessary information.

Where is that book?—In the shop?—It was formerly in the shop, but I left it with somebody afterwards.

How many such books have you in your keeping?—Only two.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, who appeared for all the creditors, but the petitioning creditor, cross-examined the witness.

"When did you become a partner in this firm?" he asked.

"Immediately my father died?" was the answer.

When you became a partner were there any other partners alive?—Yes, Lui Tit Chin.

Who else was alive?—Li Kut Shun was also alive.

Anybody else?—Lau Man Hing died before my father.

Nobody else?—No.

Since the death of the three partners (mentioned above) their sons have been receiving the profits?—Yes.

How much did they get in one year?—I cannot say.

Now, now, you are the manager, you ought to know?—I can't remember everything.

How much did they receive last year?—There was a loss.

But the last year there was a profit?—Tls. 820 odd.

Your father started the firm?—Yes.

And when he retired, or died, rather, he was a man of considerable means?—No.

You mean to say that he had no money or no property when he died?—No.

He was a partner in this paying firm and yet when he died he left no money?—No, he had to support his family with the profits.

If he had any property you as his eldest son would have come in for a share?—He hadn't any.

But if he had?—Yes.

You have some property at home?—No.

I put it to you, you have a country house in the Shiu-tung village?—No.

I put it to you, you have forty-eight *mow* of land in the Kwong Pcen village, near Samshui?—No.

I put it to you, you have shares in the Yee Tai medicine shop, Kuk Faw district, Canton? Tls. 1,000 shares?—No.

I put it to you, you have an interest in the Tung Chai shop, at Canton?—No.

I put it to you, you have also a share in the Wo On shop, 87, Bonham Strand?—I had, but have sold it.

One of your creditors is the compradore of Messrs. Meyerink and Company?—Yes.

Did you ever tell him that you owned land and property in the country?—No.

Did you tell another creditor that the debts of the Shiu Hang shop were only a few thousand dollars?—Yes.

And that if the firm could not pay its debts you would sell your paddy fields and pay them?—No.

Mr. Looker asked leave to call witnesses who would swear that the debtor had told them that he owned property in the country.

His Lordship—Very well, but I think you should warn him first.

The witness was warned accordingly.

Cheun Tong, compradore to Messrs. Meyerink & Co., said the debtor had told him he owned several fields in the country and that they were valued at between $7,000 and $8,000, and that he (the debtor) had some shares in the Wo On shop.

Debtor—Did I mention paddy fields?

Witness—Yes, you said you would rather go to gaol than sell them.

Cheung Hok Lam said the debtor had told him not to be anxious about his debt as he owned some paddy fields which he would sell if necessary.

APPLICATION FOR DEBTOR'S ARREST.

Mr. Looker applied to his Lordship for a warrant for the debtor's arrest as there was evidence that he had committed a breach of the Bankruptcy Ordinance in concealing his property or failing to disclose it.

His Lordship—Yes, there is a certain amount of evidence put before the Court.

Mr. Looker said the creditors desired to prosecute, and he was told that there was further evidence that could be brought forward at the proper time. He asked for a warrant for the arrest.

His Lordship—I think there should be a warrant, say, within a month. There is this point: you will be bound in the bankruptcy by the finding of the jury in the criminal case.

Mr. Looker—Yes. If they acquit him then there is no property.

His Lordship—You will have to accept that. The jury must be satisfied there was no intent to defraud.

Mr. Looker—If the debtor has got property he can dispose of it. It is his duty to do that and hand over the proceeds to the trustee.

His Lordship—But supposing the Bankruptcy Ordinance does not extend to property elsewhere—where the property is beyond the power of the Colonial Government? If it is not property that the trustee has power to take it would follow that it is not property to disclose.

Mr. Looker—I think the trustee has power to take it through the Consul at Canton. The Official Receiver informs me that this has been done.

His Lordship—If you once start the criminal law in motion the point will have to be discussed. The whole question is a very big one, perhaps, under the circumstances, this little pressure may induce the bankrupt—

Mr. Looker—We hope that it may. It has been known to do so before.

The application was granted.

CANTON DAY BY DAY.

DELIMITATION OF MACAO'S BOUNDARIES.

[From Our Own Correspondent.]

Canton, 3rd January.

A Peking telegram states that the Central Government will, at the beginning of next year, depute a special envoy to the South to investigate into the exact boundaries between the Portuguese Colony of Macao and Chinese territory, and at the same time to mark out and fix these boundary lines clearly with the Macao Government.

WEST RIVER PATROL.

At 3 p.m. yesterday, H.E. Viceroy Chang received the British Consul-General and the Vice-Consul with whom H.E. is reported to have discussed affairs in connection with the West River patrol, but the result of the conference is not known.

CONSULAR VISIT.

H.E. the Viceroy will, at 3 p.m. to-day, receive the Portuguese Consul at this port.

GARRISON FOR CANTON.

By order of H.E. the Viceroy new recruits have recently been enlisted to form three garrisons in order to replace the number of troops that have been detached for service in the prefecture of Yumchow. These new troops will be trained and stationed in this city for garrison purposes during the winter months. It is reported that the annual expenditure for the maintenance of the military forces in Canton amounts to approximately 1,000,000 taels.

POLICE REGULATIONS.

The Canton Self-Government League has drawn up a code of regulations for the purpose of introducing police forces to be stationed in the districts along the West River with a view of checking the activity of the bad characters. A copy of these regulations as drawn up has been forwarded to H.E. the Viceroy for his perusal and approval. H.E. has now instructed the Canton Police Department and the Provincial Judge to jointly consider these regulations, and also to report on public affairs in the different riverine districts and as to the feasibility of the enforcement of these regulations. They are to report on the result of their investigations, before any attempt will be made to enforce these regulations.

A RUMOUR.

A Peking telegram states that, recently, a rumour was current there to the effect that the Central Government proposed to appoint H.E. Chang Chih-tung to the Liang Kwang provinces as Viceroy, as H.E. formerly held office in the provinces and is well versed with the administration of the Government here. On receipt of the above intelligence the people here appeared quite interested and hope that the news will eventually turn out to be a realised fact.

4th January.

The German Consul here is reported to have disapproved of the interference of the Canton General Chamber of Commerce in an action concerning the German firm of Messrs. Wendt and Co., of Shameen, and a native firm called Shun Chan, of Sap Sam Hong, and he has consequently communicated with H.E. the Viceroy complaining against the said Chamber and at the same time quoting Article 35 of the Treaty between China and Germany, which justify his complaint. The Consul has requested H.E. to prohibit the Chamber from such similar interference in the future.

It has already been reported that the Canton Self-government League has decided to float a shipping company to place steamers on the different runs in competition with foreign companies, and it is now ascertained that subscription in shares of $5.00 each will be collected from the 1st day of the 2nd moon next year.

Seeing that in recent times, the books used in the different schools and colleges are quite different from those used in old times, as most books have been changed to suit the wants of the students of modern learning, and that the old classical books, etc. will soon be out of date with the present generation of Chinese youths, the Canton Authorities have now proposed to establish a college under the style of the Chun Ko (college for the restoration of the old learning) in which a number of students will be admitted to study ancient literature and composition in order to preserve the teachings of the old schools. It is reported that this institution will be started at the beginning of the coming year.

A Fatshan correspondent writes that owing to the importation of firewood to that town from the districts along the West River having decreased during the past few weeks, the price of this commodity has considerably risen, typical costs from 4.8 mace to 5.4 mace and it is expected to rise higher during the next few weeks or so.

5th January.

WEST RIVER PATROL.

A Peking telegram states that the British Minister at the Capital has communicated with the Waiwupu to the effect that if the regulations already drawn up by the Canton Viceroy in conjunction with the Commissioner of Customs governing the West River patrol service are carried out in a satisfactory manner the British Flotilla now on the river will be withdrawn.

The Ministry of Foreign Affairs proposes to join the Ministry of War (the Lienchupu) in memorialising the throne, suggesting the transfer of a capable high naval officer from the Peiyang Naval Squadron to the province of Kwangtung to take over control of the West River patrol service, and at the same time to appoint some certificated students who have been educated abroad to co-operate with this officer in his work.

NEW KRUPP GUNS.

This morning H.E. the Viceroy proceeds to Imong to witness the testing of the new Krupp guns that have arrived from Germany.

OPIUM FARM.

The prepared opium monopoly in Kwangsi, a few months ago, reverted to the control of the officials and has since been placed under the control of the Shan Hou Chu, a decrease instead of an increase in the sale of the drug was effected. The farm has again been granted to the former farmer on payment of an annual royalty of $40,000.

PROPOSED SHIPPING CO.

A meeting will again be held to-day at the headquarters of the Canton Self-Government League to make further arrangements for the formation of the proposed shipping company.

7th January.

THE KWANG VICEROYALTY.

As H.E. Viceroy Chang Jen-chun has twice tendered his resignation from the Viceroyalty of the Liang Kwang provinces, owing, partly, to his anticipations of an outbreak of disturbances in these provinces and, partly, to the difficulty found in transacting foreign affairs, the Central Government has now proposed to transfer H.E. to the Capital and give him an appointment there, and to transfer H.E. Yang Szu-hsuang, the present Viceroy of Chihli, to Canton as Chang's successor.

ONE-TAEL COINAGE.

The local authorities have received instructions from the Ministry of Finance (the Tuchihpu) at Peking directing that the Canton branch of the Imperial Mint must make arrangements for the immediate issue of one-tael pieces instead of dollar coins and also to issue other coins as fractional parts of a tael. The new coins are to be of pure silver and not silver alloy as formerly.

CANTON-KOWLOON RAILWAY.

The Canton-Kowloon Railway Department (Chinese section) has issued a proclamation to the effect that a piece of land situate outside the Eastern Gate of the city has been selected for the future railway station, and advises property holders within that site to communicate with the Department within five months so that arrangements may be made for the purchase of the land in the vicinity.

WEST RIVER PATROL.

Owing to the importance of securing an efficient patrol service on the West River, all the guardboats, which had been transferred and placed in the waterways of the North River for service since last year, have now been brought back to be stationed on the West River and will be placed in the twenty-nine sections of the river from Ha Hoi to Wuchow to do policing duties.

PROPOSED SHIPPING CO.

Yesterday, at the meeting held at the headquarters of the newly-formed Canton Self-Government League for the purpose of completing arrangements for the formation of a shipping company to place steamers on the rivers in competition with foreign vessels, the following resolutions were passed and adopted:—(1) That the proposed company be styled the "Liang Kwang Mercantile Shipping Company Limited." (2) That subscription for shares at $5.00 each be called up in one payment and not in instalments as suggested. (3) That the different Canton Charitable Institutions be requested to take up the duties of collecting subscription. (4) That a bonus of $.00 be given to persons who are able to solicit 5,000 shares. (5) That all subscription for shares be collected on the 1st day of the 2nd moon next year. (6) That a meeting be called for the 15th day of the 4th moon next year, for the purpose of making further arrangements for the floating of the concern. (7) That letters, together with the prospectus already drawn up, be sent abroad to Chinese residents in foreign countries to solicit subscription for shares. At the meeting fifty-seven out of the seventy-two guilds were selected to take up the responsibility of inviting subscriptions.

CANTON OFFICIALS.

It is the official custom that after six months from the date of assuming charge of office as Viceroy, a report be forwarded to the Throne on his subordinates as to what officials are to be recommended for promotion and what officials for dismissal as incapable. It is ascertained that H.E. Viceroy Chang, the other day, submitted a confidential report to the Throne recommending some fifteen of his subordinates for promotion and some two for degradation or discharge.

LIKIN COLLECTIONS.

The collection of likin dues for the last ten days of the 11th moon as reported by the Canton Likin Bureau amounts to Taels 37,468.70.

TELEGRAPHIC FACILITIES.

Electric telegraphic communication has now been installed, connecting the city of Canton with the town Sanchepung, in the district of Sun-ning, and telegraphic messages were accepted for the first time for transmission on the first day of this moon.

8th January.

WEST RIVER PATROL.

Pending the building of the four light draught cruisers to be stationed along the West River for patrol service, four big steam launches have now been chartered for temporary service by the Canton authorities, and the Shan Hou Chu and the Canton Likin Bureau and other departments have been instructed to raise the necessary funds for the maintenance of these vessels.

FORESHORES AND LAND PURCHASE.

In anticipation of future troubles on the part of foreigners in the matter of the purchase of land by them in inland places and in the different districts of the province, H.E. the Viceroy has given instructions to the local district officials to issue notifications for the information of foreigners, which is to the effect that foreigners, who may, either now or may have landed property in inland places, or treaty ports are required to pay land taxes in the same manner as Chinese subjects.

ARMS AND AMMUNITION.

A shipment of 100 rifles for drill purposes and powder together with 50,000 rounds of ammunition ordered by the Canton authorities through Messrs. Arnhold Karberg & Co., Shameen, has arrived here and all these rifles, etc. are to be despatched to the prefecture of Yumchow at the request of Tsiai Kwei-fah, chief commander of troops there.

9th January.

PROPOSED SHIPPING CO.

The Wednesday people have decided that

posed shipping company with a view to its establishment at an early date.

EXECUTION OF REBEL CHIEF.

The rebel chief, Lau Yuen-ming, of Yumchow, who had been captured and brought to this port, was yesterday beheaded in the Execution Grounds by order of the high authorities after a final trial. There was a large gathering of people to witness this notorious criminal undergo his last punishment.

OFFICIAL VISITS.

This morning Mr. W. McD. Parr, Commissioner of Customs, Kowloon, arrived here and had an interview with H.E. Viceroy Chang. It is reported that H.E. will also receive the Governor of Hongkong on the 10th instant and the U. S. Consul-General on the 11th instant.

TELEGRAPHIC FACILITIES.

The work of installing a direct electric telegraph line between here and the sub-prefecture of Yeung Kong, a distance of some 500 *li*, has now been completed and the Telegraph Authorities have reported to H.E. the Viceroy its completion.

9th January.

SMUGGLING OF ARMS.

The Taotai of the circuit of the prefectures of Weichow, Chaochow and Kayingchow has received information that a large quantity of arms and ammunitions will shortly be smuggled into the interior of Chaochow by insurgents, where they will attempt to raise a rebellion. On receipt of this information the Taotai at once wired to the Canton authorities to that effect, and at the same time applied for the detachment of several gunboats to be sent to the waterways of these prefectures for cruising and protection purposes in case of emergency.

DISASTROUS FIRE.

On the afternoon of the 7th instant, about 3 o'clock, a big fire broke out in a village named Ap Ti Sha, in the district of Shuntak, and over three hundred houses were burnt to the ground. As a result of this disastrous outbreak, the tenants of the burnt houses are now homeless and are in need of immediate succour.

REWARDS.

When H.E. Li Chun, Inspector General of the Naval Forces, was in Pakhoi, he offered a large sum of money as rewards for the apprehension of the two notorious ringleaders of the riots named Wong Wo-shun and Cheung Tak-hing, but so far these two bandits have not yet fallen into the hands of the officials. Now H.E. Li has obtained H.E. the Viceroy's authority to add another $1,000 to the reward for the capture of Wong and another $500 for the arrest of Cheung.

INSPECTOR OF MACHINERY.

At the earnest request of the owners of the Chinese-owned steam launches to appoint Taotai Wai Han as Inspector of Machinery to Chinese launches in place of a Customs officer, H.E. Viceroy Chang is reported to have conferred with the Commissioner of Customs on the subject and that both parties are reported to have consented to the request. H.E. the Viceroy is also reported to have given instructions to Taotai Wai to bring about the desired change in a short time.

COLLISION.

On the evening of the 7th instant, at 9 o'clock, the s.s. *Cheongkong* bound for Macao collided with the Chinese gunboat *Kwong Ching* when off Sai Sha, and had her stern damaged from the deck below the water line, and as she was leaking badly she returned to Canton.

COMMERCIAL.

YARN MARKET.

In their report dated 10th instant, Messrs. Phirozsha P. Petit & Co. write:—

Our last circular was dated the 27th December, and since then our anticipations as to the course of silver were rather pessimistic and, apprehending a further drop in exchange on India, buyers appeared in the market and good business resulted at prices which showed an appreciation of $2 per bale on last mail's quotations. But with the ushering in of the New Year arrived the report that the Mexican Government had again entered the silver market as a buyer of the white metal for minting purposes. This demand gave a wholly unexpected turn in exchange quotations, and a sharp recovery in exchange began to set in which continued for the best part of the week, there being a slight reaction towards the close. The effect of the rise in exchange has been practically to drive dealers off the market; while importers, uncertain whether rupees would continue in their ascending grade, have been free sellers. Buyers, however, have been few and far between, their operations being limited to actual requirements only. Country orders are also scarce. Advices from the interior present not too hopeful an outlook for the next rice crop; in certain districts the paddy fields have been inundated by copious rains and unless conditions improve it is feared that the impoverishment of the country by the partial failure of the early rice crop may be repeated this year as was the case in 1907.

No. 20s.—A moderate business was done in selected threads, and in some instances prices show a decline of $1 to $2.

No. 16s.—Not in request; a trifling business was done in one thread only.

No. 12s.—Ruled steady and sales are reported at current rates.

No. 10s.—Cheap rates induced business.

No. 8s.—Remains neglected.

No. 6s.—Cheap thread found buyers at reported prices.

Market closes firm.

Sales:—150 bales of No. 6s., 3,095 bales of No. 10s., 1,125 bales of No. 12s., 20 bales of No. 16s., and 585 bales of No. 20s.; in all about 4,975 bales.

Arrivals:—Per steamers *Fookzang*, *Laisang* and *Japan* (from Calcutta), and *Arcadia*, *Kagashima Maru*, *Capri* and *Dwarka* (from Bombay) of about 6,500 bales.

Unsold Stock:—About 30,000 bales.

Uncleared Stock:—About 30,000 bales.

Exchange:—We quote to-day as follows:—

India	T. T.	at Rs.	142½ per cent.
"	Demand	" "	143 "
London	T. T.	" Sh.	1.10½d.=$
"	Demand	" "	1.10 23/16d.=$
Shanghai		" Tls.	74½=$100.
Silver		"	2515/16d. per oz.

Writing under same date, Messrs. Cawasjee, Pallanjee & Co. report:—

Our last report was dated the 27th ultimo per s.s. *Delta*, since when during the early days of the interval a steady inquiry was being experienced for approved spinnings of favourite superior chops at an improvement of $2 to $3 per bales, holders continuing strong consequent on the prevalent decline in silver. Subsequently, owing to the reaction in exchange and incessant advance in Rupee rates, the above-mentioned appreciation in yarn price has been almost lost, and buyers have entirely retired from the market which now closes quiet.

No. 6s.—Trifling sales at a decline of $1/- per bale.

No. 8s.—Entirely out of request.

No. 10s.—Fair business in special desirable spinnings at a small advance.

No. 12s.—Have been in less reported at easier rates.

No. 16s.—Neglected throughout.

No. 20s.—Small business in two or three special tickets.

Sales during the past fortnight comprise of about 30 bales of No. 6s; 1,445 bales of No. 10s.; 355 bales of No. 12s; and 30s bales of No. 20s.; in all about 2,130 bales. Arrivals per steamers *Fookzang*, *Arcadia*, *Laisang*, *Japan*, *Capri* and *Dwarka* amount to about 6,214 bales. Shipment to Shanghai and Northern Ports of about 1,000 bales. The unsold stock is estimated at about 43,000 bales.

Local Mills:—No business reported.

Japanese Yarn:—Sales of 25 bales No. 16s. at $115, and of 100 bales No. 20s. at $118 to $132½ are reported.

Exchange:—We quote on India to-day at Rs. 143⅞ On London at 1s. 10⅛d.

TO-DAY'S EXCHANGE.

Selling.

2.30 P.M.

London—Bank T.T.	1/10
Do. demand	1/10 11/16
Do. 4 months' sight	1/11 1/16
France—Bank T.T.	2.37½
America—Bank T.T.	45⅝
Germany—Bank T.T.	1.03
India T.T.	141½
Do. demand	142
Shanghai—Bank T.T.	74½
Singapore—Bank T.T.	25 % prem.
Japan—Bank T.T.	92½
Java—Bank T.T.	174

Buying.

4 months' sight L/C.	1/11⅜
6 months' sight L/C.	1/11 7/16
10 days' sight San Francisco & New York	46⅜
4 months' sight do.	47
10 days' sight Sydney and Melbourne	1.11
4 months' sight France	2.44
6 months' sight "	2.47
4 months' sight Germany	2.09½
Bank of England rate	6 %
Sovereign	$10.50

LOCAL AND GENERAL.

H.M. cruiser *Bedford* arrived from Labuan last Wednesday morning.

H.M.S. *Flora* left Shanghai for Hongkong on 3rd inst. *viâ* Coast ports.

CAPTAIN McALLISTER, Army Service Corps, has been placed under orders for service at Hongkong.

A HEAVY shipment of munitions of war has been forwarded to Manila. The fact is exciting much comment.

THE work of digging canals for supplying Bangkok with a wholesome water-system will be shortly commenced.

MESSRS. M. Breen, A. E. Wood and J. D. Lloyd have been appointed Cadets in the Hongkong Civil Service.

VISCOUNT Aoki, late Japanese Ambassador to the United States, sailed for home on board the P.M.S. *Manchuria* on January 7.

The Times correspondent at Peking inveighs strongly against Japan's military domination in Manchuria and her breach of the open door.

CAPTAIN H. B. Stanger-Leathes, I.M.S., proceeded to the camp of the H.K.S.B., R.G.A., near Hang Han on the 2nd instant, to attend the gun practice.

SECOND Lieutenant V. R. Guise, Royal Garrison Artillery, serving with No. 83 Company, Hongkong, has been promoted lieutenant after three years in his late grade.

H.M.S. *Fame*, arrived last evening (3rd inst.) from the Southern port. H.M. torpedo boat *No. 80* also arrived last evening from Canton.

TWO Japanese postmen have been killed and two injured in the Chyungchyong province; but rioting in Korea is subsiding generally, owing to the difficulties presented by winter.

JAPAN'S total exports for the year 1907 amounted to over Yen 430,500,000. The imports were of a value of almost Yen 494,200,000. The grand total exceeds that of 1906 by over Yen 82,000,000.

H.M. RIVER gunboat *Sandpiper* arrived from Canton last evening. H.M. destroyer *Virago*, with the senior officer on board, left the harbour yesterday for Canton to join the West River Flotilla.

A TELEGRAM from Mukden states that several hundred Chinese troops have mutinied at Aigun, while it is reported that unrest also prevails at Mergen. Mergen is about half-way between Tsitsihar and Aigun.

"LA POUPEE" was performed last Wednesday night at the Theatre Royal, by the Pollard's Lilliputians, and once more they scored a success. There was a large audience and the play ran without a hitch from start to finish.

TWO vessels attached to the West River Flotilla returned to port last Tuesday evening. One—H.M. sloop *Clio*—brought a picket boat in tow; she belongs to H.M. cruiser *Monmouth* The other was the destroyer *Otter*.

A NEW YORK despatch, of 3rd inst., says:—The departure of Viscount Aoki, ex-Japanese Ambassador, was attended by many courtesies on the part of the U. S. Cabinet. There is no news of the date of his successor's arrival.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—To amend the Local Communities Ordinance, 1899; and To limit the imposition of punishment by public exposure in the stocks.

JAPAN is strengthening her force of gendarmes in Chientao. China on the other hand stoutly maintains her original attitude and is prepared to uphold her contention. Regret is now being expressed in some quarters that such a frivolous dispute is prolonged.

THE "Belle of New York" was presented for the fourth time in Hongkong last night (6th inst.) by the Pollard's Lilliputians. There was a very large attendance. The kiddies seem to be at home in this piece, and last night, like all other nights, the play lost none of its brilliancy.

"H" Company, 2nd Battalion Cameron Highlanders, as detailed below, disembarked at this station last Wednesday and proceeded to Mount Austin Barracks, there to be quartered:—Major A. F. Douglas-Hamilton, wife and child, Lieutenant G. L. Duff, Lieutenant J. D. Black, and 84 non-commissioned officers and men.

THE engagement is announced of Myles Valentine Blake, second son of Mr. W. V. Blake McGrath, of 75, Lancastergate, and Margaret Plumer, second daughter of Mr. James Johnstone Keswick, of Mable, Kirkcudbrightshire, N.B., and granddaughter of the late Sir Harry Parkes, K.C.B., G.C.M.G., H.B.M. Minister in Japan and China.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 / $12,750,000 / $250,000	$1,797,167	£1.15/- for ½-year ending 30.6.07 @ ex 2/2 3/16=$16.04	5 %	$720 / $715 new issue / London £82
Do. (new)	40,000	$125	$125					
National Bank of China, Limited	99,925	£7	£6	£12,735 / $300,000	$71,293	$2 (London 3/6) for 1903	...	$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 / $219,058 / $401,959	none	$20 for 1906	8½ %	$245
North China Insurance Company, Limited	10,000	£15	£5	£185,000 / Tls. 100,000 / Tls. 48,942	Tls. 204,424	Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 87½ sellers
Union Insurance Society of Canton, Limited	19,400	$250	$100	$3,000,000 / £70,000 / $456,407 / £125,137.15.- / $817,628	$1,460,490	Final of $12 making $42 for 1905 and interim of $30 for 1906	5 %	1825 sales
Yangtsze Insurance Association, Limited	8,000	$100	$60	$850,000 / $159,148	$394,520	$1 for year ending 31.12.05	...	$150 / $135 sales
Do. do. (new)	4,000	$100	$60	$1,988				
FIRE INSURANCES.				$1,000,000				
China Fire Insurance Company, Limited	20,000	$100	$20	$320,449 / $7,016	$362,980	$6 and bonus $2 for 1905	8½ %	$95 sales
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,256,483	$435,236	$40 for 1905	12½ %	$330
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$365	$1 for 1906	6½ %	$15
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $96,988 / $250,000	Nil.	$4 for year ending 30.6.1907	10 %	$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$550,000 / $86,989	$27,101	$1 for 1st half-year ending 30.6.07	6⅔ %	$29
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£60,000 / £270,000	£3 694	5/- for 1906 @ ex 2/2½=$2.24 per share	3½ %	$41 / $29
Do. do. (Deferred)	60,000							
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1½ for account 1907	12 %	Tls. 44 buyers
Do. (Preference)	100,000			£40,000			11 %	Tls. 30 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871 / $65,000	£72,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4½ %	44/- buyers
"Star" Ferry Company, Limited	10,000	$10	$10	$32,957	$137	$1.00 / $0.50 for year ending 30.4.1907	4½ % / 4½ %	$24 buyers / $12 buyers
	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 / Tls. 410,479 / Tls. 62,000 / Tls. 81,200 / Tls. 30,000	Tls. 18 730	Final of Tls. 2 making Tls. 6 for 1906	12½ %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	$9,218	$8 for year ending 31.12.06	8 %	$102 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1897	...	$10
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£15,000 / £84 398	£11,556	Final of 1/6 (No. 9) for 1907	7½ %	Tls. 15½ sellers
Mt Australian Gold Mining Company, Limited	150,000	£1	15/-	£4,873	£11,358	No. 12 of 1/-=48 cents	...	58½
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	£4,124	$10,335	$1.75 for year ending 31.12.06	12½ %	$15
Hongkong & Kowloon Wharf and Godown Co., Ld.	10,000	$50	$50	$100,000	$3,047	Interim of $2 for six months ending June 30th 1907	6½ %	$55 old / $53 new
Do. do. new)	80,000	$50	$50	23,152 / $30,000				
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$100,000 / $50,000	$491,580	$4 for 1st half-year ending June 30th, 1907	8½ %	$96
Shanghai Dock and Engineering Co., Ld.	35,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 100,000 / Tls. 190,166 / Tls. 75,000	Tls. 25,127	Interim of Tls. 8 for account 1907	8½ %	Tls. 215 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	11½ %	$20 sellers
Central Stores, Limited	30,000	$15	$15	$60,000	$11,178	$1.80 for 1906	13 %	$14 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$64,075 / 36,075	$10,935	$4 for 1st half year ending 30.6.07	7½ %	$104 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	100	$750,000	$56,218	Interim of $3½ for half year ending 30.6.07	7½ %	$95 sales
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386 / $50,000	$21,567	80 cents for 1906	7½ %	$10½ sales
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$1,089	$2½ for 1906	7 %	$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493 / Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 %	Tls. 105 sellers
West Point Building Company, Limited	12,500	$50	$10	none	$1,519	Interim of $2 for half year ending June 30th	8½ %	$50 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,807	Tls. 2½ for year ended 31.10.1907	4½ %	Tls. 37 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 83,276 / $60,000	$14,269	50 cents for year ending 31.7.07	5 %	$10
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 51 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 38,469	Tls. 8 for 1906	...	Tls. 65 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 270 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$7½
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	1653	$3 for 1905	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$10½
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 58 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	16
Do. Do. special shares	*50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$115,000	1855	80 cents for 1906	8½ %	$9½ buyers
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000 / $5,000	$2,974	$1.30 for year ending 31.7.07	7½ %	$17 sa. and b.
Green Island Cement Company, Limited	400,000	$10	$10	$11,000	$10,804	Interim of 50 cents per share for a/c 1907	8½ %	$11½ sales
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$15,002	$2½ for year ending 28.2.07	11½ %	$21 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,953	$1 per share for year ending 28.2.07	6½ %	$15
Hongkong Ice Company, Limited	5,000	$25	$25	$105,000	$4,361	Interim of $4 for 1-year ending June 30th '07	9½ %	$240
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$65,000	$4,812	Interim of 80 cents per share for a/c 1907	8 %	$25
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 27,603	Tls. 10,374	Final of Tls. 7½ and bonus of Tls. 2½ making in all Tls. 32½ for 1907	9 %	Tls. 367½ buyers
Peak Tramways Company, Limited	25,000	$10	$10	none	$2,655	$1 per sh. for period from 19th Oct. to 30th Apr. '07	8 %	$13 / $2
Peak Tramways Company (new)	50,000	$10	$5					
Philippine Company, Limited	67,500	$10	$10		Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3½ for account 1907	7½ %	Tls. 107 buyers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 45 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 / Tls. 8,000	Tls. 3,356	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 60 buyers
Sumatra-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 50,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 %	Tls. 127½ sellers
Shanghai Waterworks Company, Limited	26,350	£20	£20	Tls. 190,000	Tls. 85,502	Interim of 15/- for account 1907 (old)	...	Tls. 350 buyers
South China Morning Post, Limited	6,000	$25	$25	none	$41,934	Interim of 11/3 for account 1907 (new)	...	$20 sales
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$478	None	...	$6 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,205 / Tls. 4,000	Tls. 201	40 cents for year ending 31.5.07	6⅔ %	
Union Waterboat Company, Limited	50,000	$10	$10	none	$349	Tls. 6½ for year ending 30.4.07	...	Tls. 97
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	First year	...	$11
Wilson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 / $25,000	$5,482	$0 cents on 9,000 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	8 %	$10
William Powell, Limited	15,000	$10	$10	none	$42	Interim of 30 cents for account 1907	7 %	$10 buyers
						Final of 30 cts. making 80 cts. for the year ended 30th June, 1900	...	$5 buyers

* These shares are entitled to half of the profits.

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